

SUBDIVISIONS

EASTERN—	
St. Louis to North Yard	386.0 Miles
COLUMBIA—	
Columbia Subdiv. Jct. to Columbia	8.5 "
MOBERLY—	
Franklin to Moberly	35.0 "
ELDORADO—	
Walker to Eldorado Springs	13.9 - "
KANSAS CITY—	
Kansas City to Parsons	136.8 "
NEOSHO—	
North Yard to Piqua	43.6 "
OKLAHOMA—	
North Yard to Oklahoma City	207.7 "
MUSKOGEE—	
North Yard to Ray	275.9 "
JOPLIN—	
Labette to Joplin	46.3 "
TULSA—	
Chase to Ellis	62.4 "
WILBURTON—	
North McAlester to Bishop	11.0 "
Total	1,227.1 Miles

SAFETY Is of **FIRST IMPORTANCE** in the **DISCHARGE OF DUTY**

ASSISTANT SUPERINTENDENTS

W. L. Nigh	Muskogee, Okla.
J. M. O'Brien	Franklin, Mo.

TRAINMASTERS

R. E. Berglund	Parsons, Kan.
M. D. Woodroof	Denison, Tex.
C. A. Cassidy	Denison, Tex.

CHIEF DISPATCHERS

R. O. Johnson, Chief Dispatcher	Denison, Tex.
G. Harvey, Assistant Chief Dispatcher	Denison, Tex.
R. R. Holden, Night Chief Dispatcher	Denison, Tex.

DISPATCHERS

J. H. Crane	H. C. Pagel
A. P. Schimmel	W. M. O'Dell
L. A. Volcik	C. Clark
G. E. Canaday	J. D. Cupp
R. F. Curwen	J. R. Nash
H. F. Carter	R. R. McCrery

M-K-T R.R. CO.

NORTHERN DIVISION

TIME TABLE

No.

5

Effective At 12:01 A. M.
Sunday, May 19, 1963

FOR THE INFORMATION AND GUIDANCE
OF EMPLOYEES ONLY

The Railroad Company Reserves the Right to Vary Therefrom as
Circumstances May Require

T. S. CARTER,
Vice President -- Operations
Dallas, Texas

R. B. GEORGE,
General Superintendent
Denison, Texas

DOWNING MILLER,
Superintendent
Denison, Texas

C. A. BIRGE, JR.,
Superintendent of Rules-Safety
Denison, Texas

SPEED RESTRICTIONS

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Main track, except as otherwise restricted by Yard Limits, Train Orders, Speed Restriction Signs, General Orders, Special Instructions, or other restrictive conditions.		
MAXIMUM SPEED MPH—DIESEL OPERATION:		
Between Machens and Franklin	45	35
Except: Over Bridge 79.3	15	15
Between Franklin and Boonville	30	25
Between Boonville and Cross	45	35
Except: Sedalia, over Engineer Street	25	25
Over Engineer Street (on siding)	5	5
Approaching Third and Fifth Streets	15	15
Nevada, through city limits	25	25
Over Maple, Austin and Hickory Streets	10	10
Over Bridge 374.7, Neosho River	25	25
Between Paola and Cross	55	40
Except: When handling No. 41's train		45
Paola, between crossover from main track to puzzle switch, to Signal 431—Southward Movements	20	20
Parsons, over Crawford Avenue	10	10
Between Poole and Oklahoma City	40	30
Except: Between MP A-167 and MP A-169	15	15
On other tracks	5	5
Coffeyville, Tracks 1 and 2 over Sixth and Seventh Streets and Long Bell track over Tenth Street (after stop to clear)		Restricted Speed
"DY" Jct., MP A-194.5, through switch	15	15
"BE" Jct., MP A-198.2, through switch	10	10
Between "BE" Jct., and north switch Sutton	15	15
Hominy, through station limits	15	15
MP A-277.6, passing Kerr-McGee Refinery	20	20
Turner, "H" track over Reno Avenue (after stop to clear)		Restricted Speed
Between MP A-343.2 and MP A-343.9	15	15
Between Poole and MP 451	55	40
Except: When handling No. 41's and No. 53's train		45
Oswego, Nos. 1 and 2 passing station to dispatch mail	40	
Vinita, through city limits	30	30
No. 1 passing station to dispatch mail	15	
Between MP 451 and KO&G Crossing MP 501.8	65	40
Except: When handling No. 41's and No. 53's train		45
Pryor, Nos. 1 and 2 passing station to dispatch mail	40	
Wagoner, through city limits	40	40
Between KO&G Crossing, MP 501.8 and SL-SF-MV Crossing, MP 503.9	25	25
Except: Other than main track	10	10
Fondulac St.—Movements on No. 10 track		Flag Crossing
Between SL-SF-MV Crossing, MP 503.9 and MP 505	40	40
Between MP 505 and MP 527	50	40
Except: When handling No. 41's and No. 53's train		45
Between MP 527 and Staley	55	40
Except: When handling No. 41's and No. 53's train		45
North McAlester, over Stonewall Avenue (until crossing occupied)	20	20
Atoka, No. 1 passing station to dispatch mail	30	
Durant, between KO&G Crossing, MP 640.8 and SL-SF Crossing, MP 641.4	40	40
No. 1 passing station to dispatch mail	20	

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Between Staley and MP 656.2	30	25
Between MP 656.2 and Denison	45	30
Except: Denison, over street crossings	20	20
Over puzzle switch north of passenger station	15	15
Between MP Q-657 and MP Q-660 (Warner Cutoff)	20	20
Between Columbia Subdivision Junction and Columbia	15	10
Between Franklin and Moberly	15	15
Except: 9 poles north MP 0-82 account slide	5	5
Between Walker and Eldorado Springs	10	10
Between North Yard and Piqua	15	15
Except: Monarch, highway over cement lead	Flag Crossing	
Between Labette and Joplin	20	20
Except: Columbus, Main Street	Flag Crossing	
Between Chase and Ellis	25	25
Between North McAlester and Bishop	10	10
MISCELLANEOUS:		
All trains while meeting or passing another train occupying a siding (except where other restrictions require slower speed)	25	25
All trains and engines operating through turnouts	20	15
Except: Through turnouts on Eldorado Subdivision and turnout at Moran to "old Iola Subdivision"	10	10
Parker, Kincaid, Kimball, both siding switches; Erie, south siding switch; Welch, both siding switches; Vinita, south siding switch; Smith, Wagoner, south siding switches; Canadian, Kiowa, Stringtown, Atoka, Cook, Caddo, both siding switches; Burg, north siding switch; Durant, north switch Siding No. 1 and south switch Siding No. 2; Olive, north siding switch	30	30
No. 41 stop and inspect train within first 40 miles after departure from Glen Park. All freight trains except No. 41 stop and inspect train once within first 40 miles after departure from each terminal.		
During snow storms and fog, all freight trains will stop and inspect their train every 60 miles.		
TRAINS HANDLING:		
Steam derricks, pile driver, ditchers or cranes on their own wheels and company ballast (except where maximum speed is lower)		30
Derricks X-255 and X-256, (Cooper's rating E-58), Pile Driver X-1030, (Cooper's rating E-53), Crane X-1020, (Cooper's rating E-28) and Scale test car X-77 (except where maximum speed is lower)		25
Derricks X-255, X-256 and Pile Driver X-1030 must be located in train not less than four cars nor more than ten cars from engine. When two of these machines are handled in freight trains, they must be separated by at least six cars.		
When Derricks X-255 and X-256 are operated on tracks other than the main track, on all Subdivisions, timber bridges under those tracks must be inspected before allowing machines to pass over those bridges. If the bridges are constructed with fewer than four stringers per chord, machines will not be permitted to pass over until helper stringers are placed or cribbing placed between bents to reduce the span length. The machines must not be spotted on bridges to handle loads and must not travel across a bridge while carrying a load.		
Scale test car X-77 must be handled next ahead of caboose.		
Any Engine - must have air brakes in operation and when set out, must be coupled to car or cars with sufficient hand brakes set to hold; hand brakes must be released while being handled dead in train, and it must not be placed next to cars of pipe, poles, piling or loads liable to shift.		
Engines Towed in Train - Handle next to operating engine of through trains and behind short cars of trains setting out and picking up; except all 70-ton Road Switchers to be handled next ahead of caboose.		

MAXIMUM SPEED OF TRAINS OVER RAILROAD CROSSINGS

Railroad	M.P.	At or Near Station	Not to Exceed MPH	
			Passenger	Freight
Mo. Pac. R.R.	226.3	Mahaney	15	15
Mo. Pac. R.R.	227.7	Sedalia	Restricted Speed Gate normally against Mo. Pac.	
SL-SF Ry.	265.4	North Clinton	Restricted Speed Electric Gate normally against SL-SF	
SL-SF Ry. Mo. Pac. R.R.	337.4 337.6	Ft. Scott Ft. Scott	Stop Stop	Stop Stop
SL-SF Ry.	Yard Track	Paola	Stop	Stop
Mo. Pac. R.R.	Yard Track	Paola	Stop Electric gate normally against MKT. Instructions posted at crossing.	Stop
Mo. Pac. R.R.	A-94.8	Moran	35	25
SL-SF Ry.	A-137.3 387.1	Poole	Restricted Speed not exceed- ing 20 approaching and be- tween Absolute Signals. Gate normally against SL-SF	
SL-SF Ry.	A-149.2	Mound Valley	20 between Absolute Signals. Southward train holding main track for meet remain back of "Fouling Point" sign until northward train is entering siding.	
AT&SF Ry.	A-167.2	Coffeyville	Restricted Speed Gate normally against AT&SF.	
Mo. Pac. R.R.	A-168.3	Coffeyville	Stop	Stop
MV R.R.	A-217.5	Nelagony	Restricted Speed Gate normally against MV.	
SL-SF Ry.	A-257.5	Hallett	20 between Absolute Signals.	
AT&SF Ry.	A-271.4	Sunco	20 between Absolute Signals.	15 between Absolute Signals.
CRI&P R.R.	A-341.5	Barnard	Stop	Stop
CRI&P R.R.	A-343.2	Oklahoma City	Stop	Stop
CRI&P R.R.	Yard Track	Oklahoma City	Stop	Stop
SL-SF Ry.	Yard Track	Oklahoma City	Stop	Stop
SL-SF Ry.	400.8	Oswego	Southward movements on siding must open switch to obtain "Proceed" indication on Absolute Signal on main track.	
Mo. Pac. R.R.	409.9	Chetopa	Electric Gate normally against Mo. Pac. If Absolute Signal displays Stop-indication also comply Rule 343. Push button at crossing should permit re- verse movements to obtain "Proceed" indication.	
CRI&P R.R.	565.9	McAlester	20 until crossing occupied Restricted Speed approaching Crossing.	

Railroad	M.P.	At or Near Station	Not to Exceed MPH	
			Passenger	Freight
Wabash R.R.	O-70.5	Moberly	15, 1200 feet in advance of and between Absolute Sig- nals.	
GM&O R.R.	O-79.7	Higbee	Stop Gate normally against MKT.	Stop
AT&SF Ry.	B-23.7	Chanute	Stop Gate normally against MKT.	Stop
AT&SF Ry.	B-26.8	Chanute	Stop Electric gate normally against MKT. Instructions posted at crossing.	Stop
Mo. Pac. R.R.	B-44.2	Piqua	Stop Gate normally against MKT.	Stop
Mo. Pac. R.R.	S-412.9	Cokedale	Stop	Stop
NEO R.R.	S-418.3	Columbus	Restricted Speed Gate normally against NEO.	
SL-SF Ry.	S-418.7	Columbus	20 between Absolute Signals.	
KCS R.R.	S-427.6	Crain	Restricted Speed Gate normally against KCS.	
SL-SF Ry.	S-431.5	Galena	Restricted Speed Gate normally against SL-SF.	
SSI R.R.	Z-278.1	Tulsa	Stop	Stop
AT&SF-SL-SF- MV R.R.s	Z-278.2	Tulsa	Low Speed between Absolute Signals.	

STATE STATUTES

- MISSOURI**..... Whistle must be sounded or bell rung beginning at least 80 rods from crossing and continuing until locomotive shall have crossed any public road or street.
- KANSAS**..... Whistle must be sounded four times (two long and two short blasts) at least 80 rods from the place where the railroad shall cross any public road or street.
- OKLAHOMA**..... Whistle shall be sounded or bell rung at least 80 rods from place where the railroad shall cross any road or street.
- TEXAS**..... Whistle must be sounded and bell rung at least 80 rods from place where the railroad shall cross any public road or street, and the bell shall be kept ringing until locomotive shall have crossed such public road.

OPERATING INSTRUCTIONS FOR WHITE AND RED OSCILLATING HEADLIGHT

WHITE LIGHT

Must be displayed at night and during the day when weather conditions impair visibility. Must be extinguished when the standard white headlight is dimmed or extinguished.

RED LIGHT

Will be displayed by day or by night when train is stopped suddenly under circumstances in which adjacent tracks may be fouled, or when head end protection is required. Must be extinguished when necessity no longer exists. A headlight burning red is a signal for an approaching train on the same or adjacent track to stop before passing such headlight, and be governed by conditions.

**DISPLAY OF HEADLIGHTS DOES NOT RELIEVE ENGINE MEN
OR TRAINMEN FROM PROTECTING TRAIN IN ACCORDANCE WITH
RULE 99.**

EASTERN SUBDIVISION - ST. LOUIS TO FRANKLIN

Capacity of Other Tracks, RR Crossing and Protection and Other Facilities	SOUTHWARD				TIME TABLE				NORTHWARD		HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS				No. 5 Effective May 19, 1963				SECOND CLASS		Monday Thru Friday	Saturdays, Sundays, Holidays
	53								52			
	Manifest Freight				Manifest Freight		Daily		Daily			
Daily				Daily		Daily		Daily				
				0	0.0	PH	ST. LOUIS (Union Station)	0.0	US		Continuous	Continuous
					3.9		NORTH MARKET ST.	3.9				
Dual Control Sw. Yard O-S-T-W-Y		7.00 PM		9	6.7	PH-R-RY	BADEN	6.7	K	4.00 AM	7.00AM to 3.00PM 4.00PM to 11.59PM	7.00AM to 3.00PM 4.00PM to 11.59PM
				20	20.4		WEST ALTON	20.4				
Dual Control Sw.		7.50 PM		27	26.9		MACHENS	26.9		2.30 AM		
		7.52		102	27.4	PH	GRAY	27.4		2.28		
9-4-North		8.01		32	32.1	PH	SIMPSON	32.1		2.15		
Yard W Connection		8.14		144	39.2	PH-R	ST. CHARLES	39.2	CH	2.01	* 7.30AM to 4.30PM	* 7.30AM to 4.30PM
		8.41		148	54.6	PH	WELDON	54.6		1.01		
19		8.52		81	60.7	PH	MATSON	60.7		12.15 AM		
17-5		9.03		111	66.4	PH	AUGUSTA	66.4		11.42 PM		
21		9.23		142	77.9	PH-R	MARTHASVILLE	77.9	MV	11.20	* 7.45AM to 4.45PM	
16-North		9.35		23	84.8	PH	TRELOAR	84.8		10.50		
15-South		9.42		89	88.9	PH	BERNHEIMER	88.9		10.42		
15		10.03		111	100.7	PH	McKITTRICK	100.7		10.20		
15-6		10.11 ⁵²		89	104.9	PH-R	RHINELAND	104.9	RD	10.11 ⁵³	* 5.80PM to 2.80AM	
7-North		10.23		125	111.0	PH	BLUFFTON	111.0		9.35		
33-52 W		10.51		149	125.1	PH	MOKANE	125.1	MO	9.10	* 7.45AM to 4.45PM	
18-9		11.02		110	131.2	PH-R	TEBBETTS	131.2	DE	8.40	* 8.30PM to 5.30AM	
14-North		11.13		112	137.6	PH	WAINWRIGHT	137.6		8.28		
5-Yard		11.23		43	143.8	PH	NORTH JEFFERSON	143.8		8.15		
22-South		11.29		146	146.3	PH	BOUGHNER	146.3		7.35		
16		11.44 PM		140	153.5	PH	HARTSBURG	153.5		7.08		
8-North		12.01 AM		106	162.4	PH	EASLEY	162.4		6.51		
25		12.14		66	169.5	PH	McBAINE	169.5		6.39		
					169.8		Columbia Subdiv. Jct.	169.8				
		12.18		111	172	PH	HUNTSDALE	172		6.35		
		12.39		115	181.9	PH	NIEHAUS	181.9		6.15		
Yard					188		NEW FRANKLIN	188				
Yard O-S-T-W-Y		12.55 AM			189	PH-R-RY	FRANKLIN	189	FR	6.01 PM	6.00AM to 2.00PM 7.00PM to 3.00AM	6.00AM to 2.00PM 7.00PM to 3.00AM
		53			189.1			189.1		52	* 1 Hour for Lunch	* 1 Hour for Lunch
		5.55					Time on Subdivision			9.59		

Southward trains are superior to northward trains of the same class.

Machens and North Yard are initial and terminal stations for trains No. 52 and No. 53 on combined pages 4 and 5 of the Eastern Subdivision.

COLUMBIA SUBDIVISION - STATIONS					MOBERLY SUBDIVISION - STATIONS					STATIONS AND TRACKS NOT SHOWN ABOVE					
STATION NO.	OFFICE CALL	MILES FROM COLUMBIA SUBDIV. JCT.	CAR CAPACITY	END CONNECTED	STATION NO.	OFFICE CALL	MILES FROM FRANKLIN	CAR CAPACITY	END CONNECTED	STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED		
Brunkhorst...	AB-4	3.6	4	North	Estill.....	FD	0-102	3.4	28	Both	Black Walnut.	30	29.9	20	Both
Columbia.....	AB-9	8.5	Yard	Both	Fayette.....	FD	0-95	10.1	38	Both	Cul-De-Sac.....	35	35.2	4	North
					Burton.....	FD	0-88	16.8	7	North	Bangert.....	42	41.6	29	South
					GM&O Crossing..			25.2	Gated. Stop		Watts.....	57	56.9		Wye
					Higbee.....	FD	0-79	25.3	40	Both	Defiance.....	59	59.1	13	South
					Wabash Crossing.			34.4	Auto. Interlkg.		Klondike.....	64	64.2	30	Both
					Moberly.....	FD	0-70	35.0	44	Both	Nona.....	70	69.5	4	North
											Dutzow.....	74	74.0	10	South
											Case.....	97	97.0	12	North
											Portland.....	116	116.0	18	North
											Steedman.....	121	121.4	7	North
											Rocheport.....	178	178.4	27	Both

STATION OFFICE CALL HOURS OF TELEGRAPH SERVICE
 Columbia..... CU 7.45AM to 4.45 PM Monday through Saturday, one hour for lunch

STATION OFFICE CALL HOURS OF TELEGRAPH SERVICE
 Fayette..... FD 7.45AM to 4.45PM Monday through Friday, one hour for lunch
 Moberly..... MF 7.45AM to 4.45PM Monday through Saturday, one hour for lunch

EASTERN SUBDIVISION - FRANKLIN TO NORTH YARD

Capacity of other Trackage, RR Crossing Protection and other Facilities	SOUTHWARD		Capacity of sidings	Station Numbers	Distance from St. Louis	TIME TABLE		Office Call	NORTHWARD		HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS					No. 5 Effective May 19, 1963			SECOND CLASS		Monday Thru Friday	Saturdays, Sundays, Holidays
	53 Manifest Freight Daily								52 Manifest Freight Daily			
Yard O-S-T-W-Y	1.10AM			189	189.1	PH-R-RY FRANKLIN 2.0	FR	3.00PM		6.00AM to 2.00PM 7.00PM to 3.00AM	6.00AM to 2.00PM 7.00PM to 3.00AM	
Interlocking					191.1	PH Mo. River Bridge 0.6				Continuous	Continuous	
23-10 Connection	1.17		60	192	191.7	PH BOONVILLE 5.3	BY	1.01		* 7.45AM to 4.45PM	* 7.45AM to 4.45PM	
10-North	1.30		79	197	197.0	PH LICK 8.4		12.48				
25	1.41		86	203	203.4	PH-R PILOT GROVE 2.9	PG	12.36		* 7.00AM to 4.00PM		
	1.45		126	206	206.3	PH HOFFMAN 0.2		12.30PM				
7-North	2.01		78	216	215.8	PH CLIFTON CITY 5.6		11.59AM				
8-South	2.11		138	221	221.1	APH BEAMAN 5.2		11.45				
Interlocking Connection					226.3	PH { MAHANEY Mo. Pac. Crossing } 0.8	SA			Continuous	Continuous	
Yard W-Y	2.24		116	227	227.1	PH-R SEDALIA 0.6		11.30				
Gated					227.7	Mo. Pac. Crossing 3.1						
	2.32		140	231	230.8	PH CAMPBELL 17.0		8.55				
23-22 W Connection	3.02		84	248	247.8	PH-R WINDSOR 17.6	NR	8.20		* 8.30AM to 5.30PM		
Elec. Gate Connection	3.34		161	265	265.4	PH { NORTH CLINTON S.L.-S.F. Crossing } 1.2		7.30			(Except Sundays)	
Yard W					267	PH-R CLINTON 0.8	C			* 7.45AM to 4.45PM	* 7.45AM to 4.45PM	
50-5	3.43		95	273	273.4	PH LADUE 6.3		6.43				
37-18	3.55		85	280	280.2	PH-R MONTROSE 5.5	MB	6.21		* 7.30PM to 4.30AM	* 7.30PM to 4.30AM	
23-10	4.05		73	288	285.7	PH-R APPLETON CITY 2.2	AY	6.10		* 7.45AM to 4.45PM	* 7.45AM to 4.45PM	
Yard Y	4.09		150	288	287.9	PH LINDALE 6.6		5.45				
26-3	4.21			294	294.5	PH ROCKVILLE 9.0	RK	5.14		* 8.00PM to 5.00AM		
14	4.37		49	303	303.5	PH HARWOOD 0.8		4.58				
21-Y	4.47		84	309	309.3	PH WALKER 7.4		4.47 ⁵⁸				
Auto. Interlkg.					316.7	Mo. Pac. Crossing 0.4					(Except Sundays)	
Connection Yard	5.03		158	317	317.1	PH-R NEVADA 9.8	NA	4.20		* 7.45AM to 4.45PM	* 7.45AM to 4.45PM	
17	5.23		87	327	326.9	PH DEERFIELD 4.3		3.35				
Yard. Connection	5.31		96	331	331.2	PH EVE 6.2		2.50				
Not Gated. Stop Connection					337.4	S.L.-S.F. Crossing 0.2						
Not Gated. Stop Connection					337.6	Mo. Pac. Crossing 0.6					(Except Sundays)	
Yard W	5.46		40	338	338.2	PH-R FORT SCOTT 0.9	XR	2.30		* 8.30AM to 5.30PM	* 8.30AM to 5.30PM	
Auto. Interlkg.	5.48		138	339	339.1	PH { GRIFFITH Mo. Pac. Crossing } 12.0		1.59				
13-6	6.10		85	351	351.1	PH HIATTVILLE 6.9		1.35				
27	6.22		61	358	358.0	PH HEPLER 7.0	FR	1.07		* 8.30PM to 5.30AM		
23	6.34		61	363	365.0	PH { WALNUT A.T.&S.F. Crossing } 7.9		12.54				
34	6.48		149	373	372.9	PH ST. PAUL 6.6	OM	12.40		* 7.45AM to 4.45PM		
30	7.01		85	380	379.5	PH SOUTH MOUND 4.0		12.27				
	7.10			384	383.5	PH CROSS 2.5		12.15				
Yard O-S-T-W-Y	8.00AM			386	386.0	PH-R-RYNORTH YARD	SY	12.01 AM		Continuous	Continuous	
	53				196.9			52		* 1 Hour for Lunch	* 1 Hour for Lunch	
	6.50					Time on Subdivision		14.59				

Southward trains are superior to northward trains of the same class.
 Machens and North Yard are initial and terminal stations for trains No. 52 and No. 53 on combined pages 4 and 5 of the Eastern Subdivision.

ELDORADO SUBDIVISION - STATIONS

STATION NO.	MILES FROM WALKER	CAR CAPACITY	END CON-NECTED
Dederick.....	F-7	6.8	8 Both
Eldorado Springs....	F-14	13.9	Yard-Wye Both
STATION	OFFICE CALL	HOURS OF TELEGRAPH SERVICE	
Eldorado Springs...	None	7.30AM to 4.30PM	Monday through Friday, one hour for lunch

STATIONS AND TRACKS NOT SHOWN ABOVE

STATION NO.	MILE POST	CAR CAPACITY	END CON-NECTED
North Boonville ...	191	21	South
Pleasant Green ...	209	16	Both
Greenridge	239	31	Both
Bryson	244	200	North
Calhoun	256	23	Both
	278	2	South
Pioneer	287	Mine Spur	South
Schell City	298	30	Both
Ronald	345	9	Both
Hollister	348	15	South

KANSAS CITY SUBDIVISION - KANSAS CITY TO PARSONS

SOUTHWARD				TIME TABLE			HOURS OF TELEGRAPH SERVICE																										
SECOND CLASS		FIRST CLASS		No. 5 Effective May 19, 1963			Distance from Kansas City	Station Numbers	Office Call	Monday Thru Friday	Saturdays, Sundays, Holidays																						
43 Manifest Freight	41 Manifest Freight	1 Passenger	5 Passenger							PH-R-RY GLEN PARK	PH-R ROSEDALE	PH-R PAOLA	PH Mo. Pac. Crossing	PH SOUTH PAOLA	PH RINGER	PH BEAGLE	PH PARKER	PH DUNLAY	PH CENTERVILLE	PH VANCE	PH KINCAID	PH MILDRED	PH-R MORAN	PH Mo. Pac. Crossing	PH ELSMORE	PH SAVONBURG	PH STARK	PH KIMBALL	PH AT&SF Crossing	PH ERIE	PH CROSS	PH-R-RY NORTH YARD	PH PARSONS
Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
			10.00PM	8.25 AM			0.0	A-0	US	Continuous	Continuous																						
							2.0																										
6.80 PM	5.00 PM						2.6	A-8	KY	* 8.30AM to 5.30PM	* 8.30AM to 5.30PM																						
							3.9																										
7.35PM	5.55PM		10.50PM	9.20AM			45.1	A-43	PD	7.00AM to 3.00PM 5.30PM to 1.30AM	7.00AM to 3.00PM 5.30PM to 1.30AM																						
							45.4																										
7.38	5.58		10.51	9.23			45.5	A-44																									
8.06	6.10		10.55	9.26			46.5	A-47																									
			11.04	9.35			54.6	A-55	B	* 8.30PM to 5.30AM																							
8.35	6.33		11.12	9.44			61.6	A-62																									
8.45	6.40		11.18	9.50			66.8	A-67																									
			11.22	9.54			70.0	A-70																									
9.01	6.52		11.28	10.00			75.3	A-75																									
9.15	7.02		11.37	10.09			82.8	A-83	KI	* 8.30AM to 5.30PM																							
9.22	7.18		11.42	10.14			87.0	A-87																									
9.37	7.30		11.51 PM	10.23			94.7	A-95																									
							94.8																										
9.51	7.42		12.01 AM	10.33			103.4	A-103																									
			12.05	10.37			106.4	A-106																									
			12.10	10.42			110.4	A-110																									
10.10	7.55		12.13	10.45			112.6	A-113																									
							119.9																										
10.25	8.06		12.22	10.55			120.6	A-121	NE	* 8.30AM to 5.30PM																							
10.50	8.24		12.37	11.10			133.7	A-134																									
11.15 PM	8.45 PM						136.2	386	BY	Continuous	Continuous																						
			12.45 AM	11.20 AM			136.8	387	W																								
43	41		1	5			136.8			* 1 Hour for Lunch	* 1 Hour for Lunch																						
4.45	3.45		2.45	2.55																													

Southward trains are superior to northward trains of the same class.

STATIONS AND TRACKS NOT SHOWN ABOVE

STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Selma..... A-79	A-78.5	5	North
Bayard..... A-89	A-89.0	15	South
Hertha..... A-126	A-126.3	16	North
Hayden..... A-131	A-130.6	13	North

KANSAS CITY SUBDIVISION - PARSONS TO KANSAS CITY

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	Capacity of Sidings	TIME TABLE		NORTHWARD			
		No. 5		FIRST CLASS		SECOND CLASS	
		Effective		2	6	44	42
		May 19, 1963		Passenger	Passenger	Manifest Freight	Manifest Freight
				Daily	Daily	Daily	Daily
		KANSAS CITY (Union Station) 2.0	s 8.20 AM	s 9.30 PM			
		29th Street 0.6					
Yard O-S-T-W		PH-R-BY GLEN PARK 1.3			8.00 AM	4.45 PM	
		ROSEDALE 39.2					
Yard T-W Connection		PH-R PAOLA 0.3	7.30 AM	s 8.15 PM	5.20 AM	2.35 PM	
Auto. Interlkg.		PH Mo. Pac. Crossing 0.1					
33	83	PH SOUTH PAOLA 3.0	7.27	8.10	5.15	2.31	
1-North	96	PH RINGER 8.1	7.23	8.06 ⁴⁹	5.10	2.25	
18		PH BEAGLE 7.0	7.14	7.56			
14-17	153	PH PARKER 5.2	7.06	7.48	4.47	2.01	
4	114	PH DUNLAY 3.2	7.00	7.42	4.37	1.50	
23-25		PH CENTERVILLE 5.3	6.56	7.38			
4	111	PH VANCE 7.5	6.50	7.32	4.22	1.35	
11-18-South	125	PH KINCAID 7.7	6.41	7.23	4.07	1.22	
12-North	70	PH MILDRED 7.7	6.36	7.18 ⁴¹	3.59	1.15	
Yard W	E-40 W-125	PH-R MORAN 0.1	6.27	7.09	3.45	1.01	
Auto. Interlkg.		Mo. Pac. Crossing 8.6					
25-11	91	PH ELSMORE 3.0	6.17	6.59	3.30	12.45	
25-5		PH SAVONBURG 4.0	6.13	6.55			
23-24		PH STARK 2.2	6.08	6.50			
3-North	125	PH KIMBALL 7.3	6.05	6.47	3.15	12.30	
Auto. Interlkg. Connection 29	167	PH AT&SF Crossing 0.7					
		PH ERIE 13.1	5.56	s 6.38	3.01	12.15 PM	
		PH CROSS 2.5	5.41	6.23	2.40	11.55 AM	
Yard O-S-T-W-Y		PH-R-RY NORTH YARD 0.6	5.38	6.18	2.30 AM	11.45 AM	
Yard		PH PARSONS	5.35 AM	6.15 PM			
		136.8	2	6	44	42	
		Time on Subdivision	2.45	3.15	5.30	5.00	

Southward trains are superior to northward trains of the same class.

NEOSHO SUBDIVISION — STATIONS

STATION NO.	MILES FROM NORTH YARD	CAR CAPACITY	END CONNECTED
Galesburg.....	B-11 9.9	41 (Siding)	Both
Urbana.....	B-17 16.3	18 (Siding)	Both
AT&SF Crossing.....	23.1	Gated. Stop	
Chanute.....	B-26 25.3	Yard	Both
AT&SF Crossing.....	26.2	Electric Gate. Stop.	
Petrolia.....	B-31 29.9	6	South
Monarch.....	B-34 33.4		Wye
Humboldt.....	B-35 34.5	45 (Siding)	Both
Mo. Pac. Crossing.....	43.6	Gated. Stop	
Piqua.....	B-45 43.6	46 (Siding)	Both

North Yard to Piqua is northward; Piqua to North Yard is southward.
 Unless otherwise provided, at meeting points between extra trains the northward extra must take the siding. (See Rule S-88).

STATION	OFFICE CALL	HOURS OF TELEGRAPH SERVICE
Galesburg.....	A	7.45 AM to 4.45 PM Monday through Friday, one hour for lunch
Chanute.....	U	8.30 AM to 5.30 PM Monday through Saturday, one hour for lunch
Humboldt.....	HM	7.45 AM to 4.45 PM Monday through Saturday, one hour for lunch

8 MUSKOGEE SUBDIVISION - NORTH YARD TO RAY

SOUTHWARD				TIME TABLE			HOURS OF TELEGRAPH SERVICE	
SECOND CLASS		FIRST CLASS		No. 5 Effective May 19, 1963			Monday Thru Friday	Saturdays, Sundays, Holidays
41 Manifest Freight Daily	53 Manifest Freight Daily	5 Passenger Daily	1 Passenger Daily	Distance from St. Louis	Station Number	Office Call		
9.10 PM	9.30 AM			386.0	386	SY	Continuous	Continuous
		11.45 AM	12.50 AM					
9.16	9.33	11.46	12.51	386.8	387	W		
9.28	9.48	11.56 AM	1.01	387.1				
9.36	9.58 ⁴²	12.02 PM	1.07	395.5	398			
9.47	10.13	12.14	1.17	400.8	401	OW	* 8.30AM to 5.30PM	
10.04	10.28	12.27	1.30	400.9	401			
		12.33	1.36	409.9	409	GF	* 8.30AM to 5.30PM	
		12.48	1.49	410.2	410	WH	* 8.30AM to 5.30PM	
10.27	11.01			421.4	421			
				426.8	427			
10.29	11.03	1.02	1.51	426.8	427			
10.40	11.18	1.11	2.00 ⁵²	436.0	438			
10.51	11.31	1.19	2.08	436.5	439	YV	* 8.30AM to 5.30PM	* 8.30AM to 5.30PM
11.04	11.44	1.30	2.17	438.5	440			
11.11	11.51	1.36	2.22	439.0	441	X	* 7.45AM to 4.45PM	
11.16	11.57 AM	1.41	2.26	439.5	442	CU	8.00AM to 11.00PM	8.00AM to 11.00PM
11.24	12.04 PM	1.47	2.31	439.5	442			
11.38	12.25	2.01	2.41	439.5	442			
				439.5	442			
11.53 PM	12.45	2.11	2.51	439.5	442			
				439.5	442			
12.01 ⁵²	1.00			439.5	442			
12.10	1.30	2.20 ⁶	3.00 ^{3.10}	439.5	442			
		2.40		439.5	442			
12.23	1.43	2.48	3.18	439.5	442			
12.43	2.10 ⁶	3.08	3.35	439.5	442			
1.01	2.50	3.25	3.50	439.5	442			
1.16	3.05	3.35	4.00	439.5	442			
1.25	3.15	3.42	4.07	439.5	442			
1.56 ²	3.30	3.55	4.19 ⁴³	439.5	442			
				439.5	442			
1.59	3.35	4.09	4.25	439.5	442			
2.03	3.40	4.13	4.29	439.5	442			
2.09	3.47	4.18	4.34	439.5	442			
2.22	4.01	4.29	4.45	439.5	442			
2.37	4.16	4.42	4.58	439.5	442			
2.49	4.28	4.52	5.08	439.5	442			
2.59 ⁴²	4.38 ⁵²	5.00 ⁵²	5.16	439.5	442			
		5.06	5.22	439.5	442			
3.11	4.51	5.10	5.26	439.5	442			
		5.14	5.30	439.5	442			
3.30	5.07	5.24	5.40	439.5	442			
				439.5	442			
3.46	5.22	5.44	5.53	439.5	442			
3.53	5.30	5.50	5.59	439.5	442			
3.57	5.36	5.53	6.02	439.5	442			
4.03	5.43	5.58	6.07	439.5	442			
4.07	5.50	6.02	6.10	439.5	442			
		6.15 PM	6.20 AM	439.5	442			
4.25 AM	7.00 PM			439.5	442			
41	53	5	1	439.5	442			
7.15	9.30	8.30	5.30	439.5	442			

STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Russell.....416.1			Both
Kelso.....434		33	Both
Green.....434.9		25	North
Vann.....457.9		12	Both
Oktaha.....488.8		93 (Siding)	North
Rentiesville.....517.0			North
Crowder.....520.8			North
Savanna.....551.2			North
Cap.....574.5		10	North
Wassela.....591.5		7	North
Armstrong.....633.4		9	North
		636.6	South

STATIONS AND TRACKS NOT SHOWN ABOVE

LOCATION OF MAIL CRANES, OTHER THAN STATIONS

(Bacone College).....MP 501

Southward trains are superior to northward trains of the same class.

MUSKOGEE SUBDIVISION - RAY TO NORTH YARD

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	Capacity of sidings	TIME TABLE No. 5 Effective May 19, 1963	NORTHWARD			
			FIRST CLASS		SECOND CLASS	
			2 Passenger	6 Passenger	42 Manifest Freight	52 Freight
			Daily	Daily	Daily	Daily
Yard O-S-T-W-Y		PH-R-RY NORTH YARD			10.45 AM	6.00 AM
Yard		PH PARSONS	5.25 AM	5.50 PM		
Gated Connection		PH POOLE SL-SF Crossing	5.22	5.42	10.23	5.01
16-North 37-37-Y	204	PH LABETTE	5.12	5.32	10.10	4.45
Auto. Interlkg. Connection		PH OSWEGO	5.06	5.25	9.58	4.30
24-20-South Y	100	PH CHETOPA	4.56	5.13	9.33	3.40
Elec. Gate Connection		PH WELCH	4.44	5.00	9.15	3.15
23-15	91	PH BLUE JACKET	4.38	4.52	9.06	3.05
27-7-North	130	PH WINDERS	4.25	4.39	8.48	2.45
22		PH VINITA	4.23	4.19	8.46	2.15
Auto. Interlkg. Connection		PH BIG CABIN	4.14	4.10	8.34	2.00
Yard Y	98	PH ADAIR	4.06	4.02	8.22	1.30
20-14	102	PH PRYOR	3.57	3.50	8.07	1.16
26	130	PH SMITH	3.52	3.40	7.58	1.08
Yard	100	PH CHOUTEAU	3.48	3.36	7.52	1.02
21	90	PH MAZIE	3.43	3.30	7.43	1.25
Yard Y	150	PH WAGONER	3.33	3.15	7.27	12.37
Interlocking Connection		PH CHASE	3.23	3.03	7.10	12.20
8-North	04	PH KO&G Crossing				
Interlocking		PH-RY MUSKOGEE YARD			7.01	12.10
Yard O-S-T-W-Y		PH MUSKOGEE	3.15	2.55	6.20	9.30
Yard W		PH MEYER	2.57	2.28	6.01	8.15
Interlocking Connection		PH CHECOTAH	2.40	2.10	5.30	7.50
Yard	150	PH-E EUPAULA	2.25	1.55	5.05	7.25
Yard	95	PH CANADIAN	2.15	1.42	4.50	7.05
29-South	157	PH REAMS	2.08	1.35	4.40	6.50
10	108	PH NORTH McALESTER	1.56	1.23	4.19	6.30
Yard S-W-Y	225	PH CRI&P Crossing				
Gated Connection		PH-R-RY McALESTER	1.53	1.20	4.07	6.20
Yard	95	PH FRINK	1.48	1.05	4.02	6.12
16		PH NAVY	1.43	1.00	3.55	6.05
48	95	PH KIOWA	1.32	1.29	3.40	5.50
25	150	PH BURG	1.19	1.26	3.23	5.30
12	155	PH STRINGTOWN	1.09	1.26	3.10	5.15
Yard	182	PH ATOKA	1.01	1.21	2.59	4.38
Yard	154	PH TUSHKA	12.55	12.10		
9		PH COOK	12.51	12.06	2.29	3.59
9-South	156	PH CANEY	12.48	12.03		
15-South		PH CADDO	12.38	11.53	2.09	3.40
10-24-South	179	PH KO&G Crossing				
Auto. Interlkg. Connection		PH-R DURANT	12.25	11.40	1.49	3.21
Yard	No. 1-230 No. 2-180	PH CALERA	12.19	11.29	1.41	3.11
Auto. Interlkg. Connection		PH OLIVE	12.16	11.26	1.35	3.06
Yard	45	PH COLBERT	12.11	11.21	1.25	2.59
Interlocking		PH STALEY	12.08	11.18	1.15	2.50
Yard O-S-T-W-Y		PH DENISON	12.01 AM	11.10 AM		
Yard O-S-T-W		PH-R-RY RAY			1.00 AM	2.30 PM
		275.9	2	6	42	52
		Time on Subdivision	5.24	6.40	9.45	15.30

WILBURTON SUBDIVISION - STATIONS

MILES FROM NORTH McALESTER

STATION NO.

Krebs Jct. 3.4
Krebs 3.9
Richville 6.3
Carbon 8.8
Bishop 11.0

On spur 0.3 mile South of Krebs Jct.
Mine Track
End of track

END CONNECTED
North
South
Both

CAR CAPACITY

Southward trains are superior to northward trains of the same class.

10 OKLAHOMA SUBDIVISION - NORTH YARD TO OKLAHOMA CITY

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	SOUTH-WARD		Capacity of Sidings	Station Numbers	Distance from Kansas City	TIME TABLE		Office Call	NORTH-WARD		HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS					No. 5			SECOND CLASS		Monday Thru Friday	Saturdays, Sundays, Holidays
	51 Freight					Effective May 19, 1963			50 Freight			
Daily Ex. Sat.						Daily Ex. Sat.						
Yard O-S-T-W-Y	12.01 AM			386	136.2	PH-R-RY NORTH YARD	SY	6.30 AM		Continuous	Continuous	
Yard				387	136.8	PH PARSONS	W					
Gated Connection	12.05				137.3	PH POOLE		5.30				
18-10 Connection	12.32		72	A-149	149.0	PH { S.L.-S.F. Crossing } MOUND VALLEY		5.05				
Auto. Interlkg.					149.2	PH S.L.-S.F. Crossing						
12-North	12.52		99	A-157	157.2	PH ANGOLA		4.45				
Gated Connection					167.2	PH A.T.&S.F. Crossing						
Yard W-Y	1.30		60	A-168	167.7	PH-R-RY COFFEYVILLE	FY	4.20		* 7.45 AM to 4.45 PM	* 7.45 AM to 4.45 PM	
Not Gated. Stop Connection					168.3	PH Mo. Pac. Crossing						
Yard	1.35		65	A-169	168.7	PH EVANS		3.55				
23 Auto. Interlkg.					171.0	PH { SOUTH COFFEYVILLE } Mo. Pac. Crossing						
10 North					A-176	PH NOXIE						
6 South	2.15		76	A-183	182.9	PH WANN		3.15				
Yard	2.45 ⁵⁰			A-194	193.7	PH-R DEWEY	DE	2.45 ⁵¹		* 8.30 AM to 5.30 PM	* (Except Sunday) 8.30 AM to 5.30 PM	
Remote Control Switch	2.48 AM				194.5	PH "DY" Jct.		2.25 AM				
Yard S-Y Connection	3.00 AM			A-198	197.7	PH { BARTLESVILLE } "BE" Jct.	B	2.15 AM		2.00 PM to 10.00 PM	2.00 PM to 10.00 PM	
	3.05 AM				198.2	PH SUTTON		2.10 AM		11.45 PM to 7.45 AM	11.45 PM to 7.45 AM	
Yard	3.20			A-199	198.7	PH UTLEY		2.01				
	4.01		56	A-212	212.2	PH { NELAGONY } M.V. Crossing		1.30				
Yard Gated Connection	4.20		59	A-218	217.8	PH WYNONA		1.15				
26-South	4.40		93	A-226	225.7	PH-R HOMINY	HY	12.30 AM		* 8.30 PM to 5.30 AM	* (Except Sunday) 8.30 PM to 5.30 AM	
Yard W	5.15		85	A-236	236.0	PH MAHAN		11.35 PM				
	5.28		70	A-241	240.7	PH-R CLEVELAND	CN	11.15		* 7.45 AM to 4.45 PM	* (Except Sunday) 7.45 AM to 4.45 PM	
12-18	6.01		59	A-248	248.6	PH { HALLETT } S.L.-S.F. Crossing						
Auto. Interlkg. Connection				A-258	257.5	PH JENNINGS		10.30				
10-South	6.28		98	A-260	260.2	PH YALE	YA			* 7.45 AM to 4.45 PM	* (Except Sunday) 7.45 AM to 4.45 PM	
17-11 Connection	6.55		69	A-271	271.0	PH SUNCO		10.05				
Auto. Interlkg.					271.4	PH A.T.&S.F. Gannlet						
W-Y	7.20		60	A-279	279.4	PH DEEP ROCK		9.45				
Yard Connection	7.45		27	A-280	280.2	PH-R-RY CUSHING	CH	9.35		* 8.30 AM to 5.30 PM	* (Except Sunday) 8.30 AM to 5.30 PM	
	8.10		44	A-291	290.6	PH AGRA		9.10				
	8.55		70	A-310	310.3	PH FALLIS		8.25				
16	9.55			A-339	339.1	PH OWANDA		7.15				
Not Gated. Stop					341.5	PH C.R.I.&P. Crossing						
					341.6	PH BARNARD						
Yard O-S-T-W	11.00 AM			A-343	342.6	PH-R-RY TURNER	SX	7.00 PM		* 8.30 PM to 2.30 AM	* (Except Sunday) 8.30 PM to 2.30 AM	
Not Gated. Stop					343.2	PH C.R.I.&P. Crossing						
Yard Y				A-344	343.9	PH OKLAHOMA CITY						
	51				207.7			50		* 1 Hour for Lunch	* 1 Hour for Lunch	
	10.59					Time on Subdivision		11.30				

Southward trains are superior to northward trains of the same class.

STATIONS AND TRACKS NOT SHOWN ABOVE

STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED	STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Penfield	A-152	A-152.3	8	Norfolk	A-274	A-273.9	43
Cox	A-167	A-166.8	38	Gano	A-278	A-277.6	30
Dewey Stock Yards	A-192	A-192.0	9	Tryon	A-297	A-297.2	12
Fite	A-204	A-204.3	21	Carney	A-302	A-301.8	11
Kiheki	A-214	A-213.6	15	Arcadia	A-325	A-324.7	15
Pershing	A-221	A-221.0	26	Witcher	A-332	A-332.2	51
Manton	A-232	A-231.6	6	Shellhorn	A-336	A-336.0	9
Mindeman	A-249	A-249.3	30				

JOPLIN SUBDIVISION - LABETTE TO JOPLIN

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	SOUTH-WARD	Capacity of Sidings	Station Numbers	Distance from St. Louis	TIME TABLE		Office Call	NORTH-WARD	HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS				No. 5			SECOND CLASS	Monday Thru Friday	Saturdays, Sundays, Holidays
	85 Freight Daily Except Sunday				Effective May 19, 1963			84 Freight Daily Except Sunday		
37-37 18 North Y	12.20AM		395	394.4	PH	LABETTE		6.20PM		
Mine Spur Y			8-12	406.2		NETTELS				
Yard B	1.10	40	8-18	410.0		WEST MINERAL	MY	5.50	* 8.30AM to 5.30PM	* 8.30AM to 5.30PM
Connection Not Gated. Stop				412.9		{ COKEDALE Mo. Pac. Crossing }				(Except Sunday)
45-36 Connection Gated			8-24	418.0		ABBEY				
Auto. Interlkg.				418.3		NEO Crossing				
Yard W Connection Gated	2.45	21	8-25	419.0	B	COLUMBUS	CO	4.45	* 8.00AM to 5.00PM	
Yard Y Gated	4.00	25	8-35	429.3		MILITARY	RI	4.05	8.00AM to 4.00PM	(Except Sunday) 8.00AM to 4.00PM
Yard Connection	4.15	28	8-39	432.1		GALENA	AN	3.25	* 7.30AM to 4.30PM	
Yard S-T-W Connection	7.30AM		8-45	440.7		JOPLIN	JO	3.00PM	12.00MN to 8.00AM 10.00AM to 6.00PM	12.00MN to 8.00AM 10.00AM to 6.00PM
	85					46.8		84	* 1 Hour for Lunch	* 1 Hour for Lunch
	7.10					Time on Subdivision		8.20		

Southward trains are superior to northward trains of the same class.

STATIONS AND TRACKS NOT SHOWN ABOVE

STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED	STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Sherman City	S-402.0		Horn	S-39	S-433.9	12	South
New Mine Lead	S-403.8	Mine Spur	South Davis	S-41	S-436.5	15	North
Star Valley	S-10 S-404.5	7	North Chitwood	S-42	S-437.3	20	North
Quaker	S-30 S-424.2	23	Both Bear Mountain	S-43	S-437.5	5	Both
Crain	S-33 S-427.8	11	Both				

TULSA SUBDIVISION - ELLIS TO CHASE

Capacity of Other Tracks, RR Crossing Protection and Other Facilities	SOUTH-WARD	Capacity of Sidings	Station Numbers	Distance from Chase	TIME TABLE		Office Call	NORTH-WARD	HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS				No. 5			SECOND CLASS	Monday Thru Friday	Saturdays, Sundays, Holidays
	61 Freight Daily				Effective May 19, 1963			60 Freight Daily		
Yard	8.00AM	24	Z-262	62.4	PH	ELLIS		7.00AM		
	8.15	57	Z-267	57.8	PH	WEKIWA		6.40		
Connection	8.25	29	Z-271	54.0	PH	SAND SPRINGS		6.30		
Yard S-W-Y Not Gated. Stop	9.00		Z-278	47.1	PH-R-RY	TULSA	KA	6.00	* 5.30AM to 2.30PM	* 5.30AM to 2.30PM
Interlocking Connection				46.7		SSI Crossing				
56	9.35		Z-287	38.0		AT&SF-SL-SF-MV Crossings				
27-23	9.45	57	Z-292	32.5	PH	BROKEN ARROW	BA	5.00	* 7.45AM to 4.45PM	
10-5	10.05	59	Z-304	21.2	PH	COWETA		4.35		
11			Z-309	15.6	PH	RED BIRD				
13	10.40	58	Z-313	11.5	PH	PORTER		4.10		
28		30	Z-324	0.8		WYBARK				
	11.15AM		499	0.0	PH	CHASE		3.15AM		
	61					62.4		60	* 1 Hour for Lunch	* 1 Hour for Lunch
	3.15					Time on Subdivision		3.45		

Southward trains are superior to northward trains of the same class.

STATIONS AND TRACKS NOT SHOWN ABOVE

STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED	STATION NO.	MILE POST	CAR CAPACITY	END CONNECTED
Fair Ground Spur	Z-281	50	North Oneta	Z-297	Z-296.9	20	Both
Budd	Z-283	7	South Anchor	Z-320	Z-319.8	27	North
Lane	Z-284	20	South Sand Spur	Z-324	Z-323.6	10	South

THE UNIFORM CODE OF OPERATING RULES, EFFECTIVE MAY 1, 1950, ARE SUPPLEMENTED AND AMENDED AS FOLLOWS:

Rule G. Supplement to:

Numerous medicines contain drugs which may produce a condition ranging from drowsiness to an almost complete inability to remain awake, and in some cases periods of mental confusion. Such drugs are in many cold cures, sleeping pills, headache tablets, pain killers, cough mixtures, etc. Employees, especially those working on or around moving trains, machinery, etc., are not to use any of the above preparations while on duty or for a period of at least 12 hours before reporting for duty. Each employe must find out if any medicine taken contains such drugs.

Rule 2. Supplement to:

Watches that have been examined and certified as per Rule 2 must be used by Superintendents, Assistant Superintendents, Trainmasters, Assistant Trainmasters, Road Foreman of Engines, Division Engineers, Assistant Division Engineers, Roadmasters, Assistant Roadmasters, Yardmasters, Train Dispatchers, Conductors, Engineers, Brakemen, Firemen, Hostlers, Yardmen, Switch Tenders, Train Porters, Signal Supervisors, Signal Maintainers, Line Repairers, Water Service Foremen, Bridge and Building, Track and other Maintenance of Way Foremen and any employes in charge of or responsible for obstructing main track with motor cars or other maintenance cars, machinery or equipment. Upon entering service and annually in May, they must provide themselves with Form CT-90 Standard, issued by designated watch inspector on an order from the Superintendent, or in return for Form CT-90 Standard of the immediately preceding period. Watch with Form CT-90 Standard must be submitted to designated watch inspector for inspection as per Rule 2 of the Uniform Code of Operating Rules (or similar Maintenance of Way Rules), except Maintenance of Way Bridge and Building employes, unable to comply monthly must do so as nearly monthly as possible. Form CT-90 Standard must be in employe's possession while on duty.

Rule 5. Supplement to:

Capacity of sidings as shown on schedule pages in timetable is based on 48 feet per car less 160 feet allowed for 3 units diesel engine.

Rule 10(g). Amendment to:

Yellow and Green reflectorized signals as provided by Temporary Speed Restriction Chart, page 130, Uniform Code of Operating Rules, may be used both by day and by night, in lieu of signs by day and signs and lights by night.

Rule 10(h). Supplement to:

First paragraph of this Rule changed to read: Permanent speed restriction signs as prescribed in Special Instructions or General Orders, will be placed a sufficient distance in advance of the point where speed restrictions become effective.

Permanent Speed Restriction Signs in Service:

(1) Yellow Signs, Black Numerals, located as near one (1) mile as conditions will permit in advance of where speed restrictions become effective. Resume Speed Sign (green) where restriction ends.

(2) Reflector Type: Advance Warning Sign (S) located as near one (1) mile as conditions will permit in advance of speed restriction sign. Speed Restriction Sign (Q or P) at point where speed restriction becomes effective. Resume Speed Sign (Q or P) where restriction ends. Passenger trains not exceed speed shown on Speed Restriction Sign.

Freight trains and light engines between Machens and Franklin not exceed speed shown on Speed Restriction Sign; between Franklin and Cross freight trains and light engines reduce to 5 MPH below speed shown on Speed Restriction Signs; and on all other Subdivisions, freight trains and light engines reduce to 10 MPH below speed shown on Speed Restriction Signs; but in no territory will they exceed maximum speed provided for freight trains and light engines.

Rule 10(i).

Unattended Red Flag or Red Light:

A train or engine finding a red flag or red light on or near the track must stop before passing the flag or light if practicable. If there is no one there to explain, flagman must precede movement and carefully examine track and structures for defects. After flagman has started ahead, train may proceed at restricted speed,

following flagman for at least 20 rail lengths. If it can then be seen that it is safe to proceed, flagman may be picked up but train must proceed at Restricted Speed for at least one mile additional, unless cause for red flag or red light has been found. If it cannot be seen that it is safe for train to proceed, train must follow flagman as far as conditions make it necessary. If the red flag or red light is on the track, it must be moved to the side of track to clear passing train and left to afford protection for a following train.

Rule 12(i). Supplement to:

When hand, flag or lamp signals prescribed by Rule 12 cannot be plainly seen, the use of radio communication is authorized to govern and control movement of a train or engine in lieu of hand, flag or lamp signals.

Rule 12(i). Amendment to:

Last paragraph of Rule 12(i) is amended to read: "When backing or shoving a train, engine or cars, the disappearance from view of employe or light by which signals are given, or failure to hear his voice continually on radio when movement is being controlled by radio instructions, must be construed as a stop signal, unless the movement is otherwise protected."

Rule 12(j). Supplement to:

Yellow fuseses may be used in giving hand signals, except must not be used by trainmen or yardmen within interlocking limits.

Rule 14. Supplement to:

In making outgoing terminal brake test, one long and one short sound of the engine whistle or horn will be sounded after a signal has been received to apply brakes.

Rule 14(k). Supplement to:

On two or more tracks, train displaying signals for a following section will comply with requirements applicable to single track instead of Two Main Tracks (two or more tracks).

Rule 17(f). Supplement to:

Yard engines will display standard white headlight to the front and rear by day.

Rule 19. Amendment to:

On passenger trains, a single electric marker lamp may be displayed in the center of rear car in lieu of two marker lamps, lighted to show red to rear at all times day and night, except when shows green to rear as provided in Rule 19(a).

Rule 19 and 19(a). Amendment to:

On freight trains two battery powered flashing type marker lamps may be displayed in the places provided on the rear of trains in lieu of standard oil burning marker lamps. By night these lighted lamps will show red to rear and green to front except, outside of ABS territory, when train is clear of main track to be passed by a following train lighted markers must be turned to show green to rear, as provided by Rule 19(a).

Rule 20. Amendment to:

All sections except the last will display two green lights only, by day and by night, in the places provided for that purpose.

Rule 20(a). Amendment to:

Extra trains will display two white lights only, by day and by night, in the places provided for that purpose.

Rule 27 and 221(c). Amendment to:

Second paragraph of Rule 221(c) reading: "When train order office hours are designated in timetable or general orders, light in a color light type train order signal may be extinguished during the hours such office is closed" is cancelled.

Where the train order signal is a semaphore type or Nunn type, train order signal, and no light displayed at night, the position of the semaphore arm or disc will govern as prescribed by Rule 27.

Where the train order signal is a color light type signal (either flashing light or non-flashing type) and no light displayed, such signal must be regarded as displaying Rule 232 (Stop Unless Clearance Received) Indication.

A train stopped by a train order signal displaying Rule 232 indication or by reason of no light, after communicating with train dispatcher and ascertaining no operator on duty, may proceed without a clearance on permission of train dispatcher and information from him that there is no orders for that train at that station. Any member of crew may obtain this permission but other members of crew must be informed of the permission before leaving.

Rule 35. Amendment to:

Flagging Signals, Red Light no longer required.

Rule 83(a). Amendment to:

The train register may be used as evidence of the arrival of an extra train by a train restricted therefor, only when authorized by Train Order, Form V, Supplement To, Example (3).

Rule 93. Supplement to:

At locations listed below, standard Yard Limit Signs cover yard limits where Rule 93 is in effect. Switch Limit Signs (Black letter on white background) located on right hand side of main track as viewed from trains or engines leaving the yard, indicate limit of yard engines operations. Between Yard Limit Signs and Switch Limit Signs, train movements will be governed by rules governing movements outside limits of Yard Limit Sign; yard engine movements will be made only on train order authority or under flag protection. Train Order authority to include either Form G train order or Form S-H train order.

Franklin-Boonville	Yard Limit Sign MP 190.1
	Switch Limit Sign MP 193.7
Nevada	Yard Limit Sign MP 317.4
	Switch Limit Sign MP 318.3
MP A-163.5 Cox	Yard Limit Sign MP A-166.0
	Switch Limit Sign MP A-163.5
Yale-Cushing	Yard Limit Sign MP A-276.0
	Switch Limit Sign MP A-269.5
Owanda-Oklahoma City	Yard Limit Sign MP A-341.6
	Switch Limit Sign MP A-338.9
North McAlester-	North Yard Limit Sign MP 564.0
McAlester	North Switch Limit Sign MP 560.2
	South Yard Limit Sign MP 567.0
	South Switch Limit Sign MP 569.8

Rule 99(d). Amendment to:

On passenger trains, the flagman will be permitted to leave the rear of train to perform work as directed by conductor under following conditions:

- (1) When a competent employe who is qualified to protect the train takes his place.
- (2) When train is clear of main track.
- (3) When train is within yard limits, either standing or moving, under conditions where protection is not required against a following train.
- (4) When under the provisions of Protection Order Form Y, rear end protection against following trains is not required.

Rule 99(j). Supplement to:

The following units of equipment do not actuate block signals at all times. Unless otherwise provided, flag protection must be afforded in accordance with Rule 99, including territory covered by the provisions of Rule 99(j):

Single Unit Light Engines	Jackson Tamper
Pile Drivers	Spike Masters
Ballast Regulators	Tie Bed Scarifiers
Track Liners	Sperry Detector Cars
Diesel Electric Locomotive Crane and Other Material handling cranes.	

Rule 103. Supplement to:

At crossings where automatic crossing devices are located, when movement approaches slowly or stops before crossing is reached, or makes a reverse movement over crossing, or makes a forward movement after making a reverse movement, or when movement approaches crossing on sidings or auxiliary tracks, or when the approaching movement is one of the units of equipment listed in Rule 99(j) Supplement to, which does not actuate block signals at all times, such crossing must be approached at Restricted Speed, prepared to stop short of crossing, until known that devices are operating for movement over crossing on track being used. If they are not operating, movement over the crossing must be protected by flagman.

Rule 104(b), Rule 104(c), Item 62 of Instructions for Train Dispatchers, Item 3 of Instructions for Operators. Amendment to:

Unless dual control switch has been placed in hand operation per Rule 104(b), Control Operator will not give information to train or engine that will permit movement over dual control switch until indication on control board denotes that switch is over and locked.

Rule 206. Amendment to:

Fifth paragraph amended to read: When diesel engines are composed of multiple units, the number of the operating control unit must be displayed and this number will be the identifying number of the engine, and will be the number of the leading unit, except that on work extras the number of any of the control units may be used in train orders relating to such work extras; numbers on other units may be displayed but such numbers will not be used in train orders.

Rule 209. Amendment to:

Second paragraph is cancelled.

Rule 216(b). Amendment to:

Rule 216(b) amended to read as follows: Restricting orders after cleared or by signal. An operator must not repeat a train order restricting the movement of a train after clearance and train orders have been delivered, nor after engine of a train has passed the train order signal displaying proceed indication, until he has taken up and destroyed all clearances previously issued to the train at that station, and has obtained the signature of the engineer to the order, and, when practicable, also obtain signature of the conductor.

After signature of the engineer and, when practicable, of the conductor, have been obtained, all previous clearances destroyed and train dispatcher notified as prescribed in Rule 216, the operator will repeat the order and transmit the signatures to train dispatcher who will then give "Complete".

Clearances will then be issued and OK'd by train dispatcher showing ALL Orders delivered to the train at that station.

Rule 221(d). Amendment to:

Operator Signal Supplies:

- Red Flag
- White Flag
- White Light
- Six (6) Torpedoes
- Six (6) Red Fuses

Rules 230 and 232. Supplement to:

Nunn Type Train Order Signal



Aspect—Parallel with track, Green Light.
Indication—Proceed, "No Orders".
Name—Clear Train Order Signal.

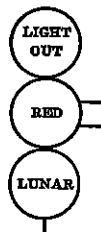


Aspect—At right angle to track, Red Light.
Indication—Stop, Unless Clearance Received.
Name—Stop Train Order Signal.

Rule 290. Amendment to:

The following Block and Interlocking Signal Aspects will be indications: "Proceed at Low Speed"

- (1) Within ABS—to next signal governing in same direction.
- (2) At interlockings outside ABS—through interlocking limits.
- (3) Where this signal governs movement onto non-signalized track—until entire train is through turnout.



Semaphore arms have been removed from "Lunar" aspects and when semaphore arm is in 45 degree angle with light out, the day indication will be as if "yellow" light was displayed in the semaphore arm in 45 degree angle.

Rule 290(1). Supplement to:

At interlockings or remote control switches within ABS territory when a train or engine has moved within interlocking or remote control switch limits under the provisions of Rule 290(1) (Lunar) (the limits in each case being the track between Absolute Signals), unless there is a siding immediately beyond the interlocking or remote control switch limits, or a leaving signal governing movements beyond the limits, in addition to complying with Rule 290, it must not move beyond the limits except as prescribed by Rule 350.

Rule 326. Amendment to:**Rule 326 amended to read as follows:**

326. Imperfectly Displayed Signals or Absence of Lights--The absence of a light, or a white light displayed where a colored or lunar light should be, on a block or interlocking signal must be regarded as the most restrictive indication that can be given by that signal, except that when the position of the semaphore arms are plainly seen, or a colored light is displayed in the top unit, or it is known that a yellow light is displayed in the light-out unit per Rule 285 or a lunar light displayed anywhere on the signal per Rule 290, such indications will govern. When block signal rules have been suspended per Rule 356, the provisions of such rule will govern.

Rule 332. Supplement to:

First and second paragraphs will also apply to R.D.C. (Budd) cars and similar types of equipment.

Rule 340 and 344. Amendment to:

Sperry Detector Cars actually in service testing rails, and the other units of Maintenance of Way equipment listed in Rule 99(j) Supplement to—that do not actuate block signals at all times, must not, at Automatic Interlockings, move into or through such interlocking limits until Signal Department representatives have actuated interlocking signals so that they display Stop-indication against movements on conflicting routes, and employ in charge of the equipment is so notified; or until flag protection per Rule 99 has been provided on conflicting routes if no signalman available. At Manually Controlled Interlockings, must not move into or through interlocking limits on interlocking signal indications until permission of control operator in charge of interlocking has also been secured, and must notify control operator when movement through interlocking has been completed.

Rule 344. Amendment to:

After approach circuit occupied causing signals for movement through interlocking to display "Proceed" if no conflicting movement, if movement through interlocking is not completed within a designated time, at some interlockings, absolute signal will change to display Stop-indication. To regain route, if there is a re-clearing section in advance of absolute signal, it must be occupied. Where push buttons are located on absolute signals, their operation may cause absolute signal to display "Proceed" indication, after losing route, or when making reverse movement through the interlocking after a forward movement. If absolute signal still displays Stop-indication, or if interlocking not so equipped, time release in relay box at crossing must be operated under provisions of Rule 344.

Rule 355. Block Indicators. Supplement to:

Block indicators other than those prescribed by Rule 355 will be designated by letter "B".

Rule 356. Supplement to:

When one or more signals are taken out of service and the territory involved is less than 5 miles, the following form of train order may be issued: "Signal (or signals) at (station) (or MP) is (or are) temporarily out of service. The territory protected by these signals is now protected by signals and between (station) and (station) (or between MP..... and MP.....)" This order must not be used to cover signals or territory involving spring or remote control switches.

Rule 400. Amendment to:

Pile drivers, Ballast Regulators, Track Liners, Jackson Tampers, Spike Masters, Tie Bed Scarifiers, Diesel Electric Locomotive Crane and other material handling cranes, and Sperry Detector cars actually in service testing rails will be handled on Track and Time Limits (Rule 402) in territory where movement by Signal Indications (Rules 400-404) are in effect, or move under flag protection. In addition to complying with the last paragraph Rule 375(10), Control Operators will maintain absolute block and not permit other movements into such block until information received as required by this rule. Sperry Detector cars not testing rails may be moved on signal indications.

Rule 401. Amendment to:

In territory where Movement by Signal Indications (Rule 400-404) are in effect, an extra train originating at a station not an open train order office, may leave such station without a clearance.

Rule 510. Amendment to:

Riding on pilot step on freight or passenger diesel locomotives is prohibited.

Forms of Train Orders:**(a) Form S-E. Supplement to:**

The following form is authorized:

"No 6 Eng 106A wait at B until 930am for Extra 65A South No 6 take siding at B for Extra 65A South"

When a superior train is directed by Train Order Form S-E (Time Order) to take siding for another train, such instructions, unless annulled by a subsequent train order, are in effect after the time stated in the order has expired and the superior train must approach the designated point at restricted speed, prepared to stop, expecting to find the inferior train on the main track between the siding switches, without flag protection, and must take siding if the inferior train is at the designated point. If the superior train arrives at the designated point after the time stated in the order has expired, and the expected train has not arrived, the superior train may proceed without entering and using the siding only if main track can be seen to be clear to the other end of the siding. This form of train order must not be combined with any other form and may contain only one waiting point.

(b) Form V. Supplement to:

The following forms are authorized:

(3) "No 53 (or Extra 101 South) may check train register at R against Extra 100 North on Order No 76"

(4) "Extra 100 North register at R on Order No 76"

When example (4) is used, number and date of the order specified will be inserted in column of train register captioned "Classification Signals".

(c) Form X. Supplement to:

The following form is authorized:

"801am until 501pm trains approach (extra, rail, bridge, etc.) gang working between MP.....Pole..... and MP.....Pole..... (or at Bridge MP.....Pole.....) prepared to stop and proceed only on hand signal by foreman in charge given with yellow flag"

(d) Form Y. Amendment to:

Form Y protection order may be used to protect rear of passenger trains.

Supplement to MKT Lines "Rules and Instructions for Operators" and "Rules and Instructions for Train Dispatchers."

When train order office is opened, in emergency, at hours other than established by timetable, general order or train order, the operator will use stop signals (red flag or red fusees) in addition to, or in lieu of, train order signal to stop trains, and if view is restricted will use torpedoes to be placed as to give ample warning, except, a non-restricting "wait order" as per Forms of Train Orders S-E and E, addressed to an inferior train, when "Stop Train Order Signal" as per Rule 232 and Supplement to Rule 232 (above) is displayed, may be delivered without train having to be flagged with hand signals and brought to a stop. The underscored words "or in lieu of" to take care of a condition where, in emergency, such as derailment, train order office had to be opened where there was no train order signal (non-telegraph office or blind siding) and this would be the method to handle train orders for trains at such point, in absence of a train order signal.

OPERATION OF RADIO.

All employes using Railroad Radio Communication must have a copy of and comply with MKT Lines Rules and Instructions Governing Operation of a Railroad Radio Communication System effective November 1, 1952, in addition to complying with Federal Communication Commission Rules and MKT Lines Instructions issued and posted by the Communications and Signal Department. Radio communications systems are under the jurisdiction of the Federal Communications Commission. The Railroad Company and its employes are governed by the Commissions' Operating Rules. Violation is a Federal offense for which severe penalties are provided.

Federal Communications Commission Rule 2 reads as follows: "No employe shall knowingly transmit any false distress communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent or profane language by radio."

Communication via radio must not be utilized by any employe in any manner that would have the effect of supplementing or modifying strict compliance with Operating Rules and Special Instructions.

Radio will not be used in the transmission of train orders directly to a train or engine, except in emergencies. When so used every precaution must be taken to prevent any misunderstanding.

Uniform Code of Operating Rules covering train orders transmitted by telephone will be followed. The use of radio to transmit train orders is prohibited except as follows:

(1) In an emergency, train dispatcher may transmit a train order by use of radio communication direct to an operator, or direct to a conductor or engineer as provided in Rule 206(b).

(2) In an emergency, train orders may be relayed by radio communication direct to a conductor, an engineer, or another operator, by an operator, as provided in Rule 206(c).

Employees are prohibited from advising approaching trains as to the position of train order signal, or informing them of the contents of any train orders for their train, or for any other train. Train and engine crews are prohibited from requesting such information by radio.

FIXED AND BASE STATIONS—Operators Requirements

Railroad employes may, without holding any class of commercial operators license, operate fixed and base stations in Railroad Radio Service, provided the Railroad has adopted and published Railroad General and Operating Rules in a form which has been approved by the Commission. All railroad employes who have occasion to use the radio at a base station are required to pass an examination given by railroad examiners on the applicable Railroad Radio General and Operating Rules. The first such examination must be given prior to the operation of any radio transmitting apparatus by the employes and re-examination shall thereafter be given at intervals not in excess of two years.

STATION OR IDENTIFICATION

A base or mobile station must be identified in each transmission. Identification shall be by assigned call letters unless a different method is specifically authorized by the Commission. Stations in the Railroad Radio Service may be identified in lieu of the use of the assigned call letters, by name of the railroad and the train number, truck number, engine number or fixed wayside station, or, if that is not practicable, by such other number or name as may be specified by the Railroad concerned to identify the fixed or mobile unit. Where identification is made other than by train number, caboose number or engine number, a list of such identifications shall be maintained by the railroad. An abbreviated name or initial letters of the Railroad may be used where such name or initials are in general usage, such as, the word "Katy".

IMPAIRED CLEARANCES:

Main track bridges and structures having horizontal clearance between points 4 feet and 16 feet above top of rail, less than 7 feet 4 1/2 inches

Subdivision	Mile Post	Kind of Structure
Eastern	93.4	Bridge
Eastern	178.9	Rocheport Tunnel
Columbia	V-173.4	Bridge
Columbia	V-174.2	Bridge
Kansas City	AO	Train shed, passenger station and Penn. Ave. Tower
Kansas City	A-43	Train Order delivery staff between main track and siding
All	Various	All mail cranes when pouches hung

Main track bridges and structures having vertical clearance above top of rail less than 21 feet 6 inches

Subdivision	Mile Post	Kind of Structure
Eastern	93.4	Bridge
Eastern	178.9	Rocheport Tunnel
Eastern	255.3	Overpass
Moberly	O-92.7	Bridge
Columbia	V-171.6	Bridge
Kansas City	A-6.5	Highway overpass, SL-SF joint track
Neosho	B-34.2	Bridge
Muskogee	503.6	Viaduct Court Street (All Tracks)
Muskogee	623.8	Overpass
Muskogee	644.6	Overpass
Tulsa	Z-276.6	Overpass, Union Avenue
Joplin	S-440.7	Train Shed, Joplin Union Station

It is dangerous to stand erect on top of engine, a high load on open top car, or on top of a covered car, also on side of a car or engine while passing through bridges, by buildings, platforms and other structures along side main and other tracks, due to the fact that engines, cars and loads on open top cars are various heights and widths, which impair clearance.

ENGINE WHISTLE OR HORN SIGNALS, INTERLOCKING:

Main track to main track	—
Main track to siding, or reverse	— 0 —
Main track to industry, or transfer track, or reverse	— 00 —
Main track to subdivision, or main track of another railroad, or reverse	— 00 —

MOVEMENT OF TRAINS

1. SUPERIORITY OF TRAINS BY DIRECTION is shown at bottom of schedule pages. (See Rule S-72)

2. GOVERNING TIMETABLE AND RULES:

Between Union Station and North Market Street, St. Louis: Be governed by TRRA rules.

Between North Market Street, St. Louis, and Machens: Be governed by CB&Q R.R. timetable and rules.

North Clinton-Clinton: SL-SF trains and engines may use MKT main track between wye tracks North Clinton and KCC&S connection Clinton, upon receipt of train order authority to occupy main track.

Nevada: MKT trains and engines may use Mo.Pac. tracks, but must obtain permission from Mo.Pac. dispatcher before fouling Mo.Pac. main track and all movements on Mo.Pac. tracks must be made at restricted speed.

Between Union Station and 29th Street, Kansas City: Be governed by KCT Ry. rules.

Between 29th Street, Kansas City and Paola: Be governed by SL-SF Ry. timetable and rules.

Oklahoma Subdiv. between "DY" Jct. and "BE" Jct.: Be governed by AT&SF Ry. timetable and rules.

Between Barnard and Oklahoma City: OCA&A trains and engines will be governed by MKT R.R. timetable and rules.

Between Staley and Ray and between Staley and Denison: Muskogee Subdiv. trains will also be governed by Southern Division timetable.

Time shown in small figures on schedule pages is for information only and confers no authority.

3. AUTOMATIC BLOCK SIGNALS:

Subdivision	From (Station)	Mile Post	To (Station)	Mile Post
Eastern	North of Mokane	121.9	North of Sedalia	227.0
	North of Cross	381.5	Cross	384.0
Kansas City	Paola	A-43.1	Cross	A-184.0
Oklahoma	North of Dewey	A-193.1	North of "DY" Jct.	A-194.2
Muskogee	Poole	387.1	Fondulac St. Muskogee	503.2
	SL-SF-MV Crossing	503.9	Denison	660.8
	Staley	655.9	Ray	Q-660.0

Franklin—northward movements entering yard will not pass Signal 1892 until switch lined to enter yard. Southward movements leaving yard will not close main track switch until entire train has passed Signal 1892. Movements from yard to main track at south switch and thence northward on main track move south of Signal 1892 and be governed by its indication.

Chouteau—northward trains on main track to meet opposing trains, or southward trains on main track to be passed, remain south of "Fouling Point" sign until southward train has entered siding. Northward movements from siding, if semaphore signal north end of siding displays "Proceed" indication, open switch and wait 2 minutes to receive "Proceed" indication on Absolute Signal in siding.

Chase—northward Signal 4992, south end siding—also protects spring switch at Tulsa Subdiv. Jct.

Muskogee—northward passenger trains remain back to clear southward movements to other station tracks while Absolute Signal at Fondulac Street displays Stop-indication. If it displays "Clear" aspect, may proceed to Interlocking at KO&G crossing. If Absolute Signal inoperative move as instructed.

Meyer—northward trains comply with indication of northward Absolute Signal MP 510.2 at north switch, siding.

Checotah—southward trains on main track or siding to meet opposing trains or to be passed, remain 600 feet north of leaving Absolute Signal until such train has arrived or departed, then will occupy the 600 foot section to receive clear Absolute Signal for departure. Southward train in siding passing a southward train on main track will be delayed after moving into the 600 foot section for elapse of change over time for signal governing siding to clear.

Canadian—northward trains on main track or siding to meet opposing trains or to be passed, remain 500 feet south of leaving Absolute Signal until such train has arrived or departed, then will occupy the 500 foot section to receive clear Absolute Signal for departure. Northward train in siding passing a northward train on main track will be delayed after moving into the 500 foot section for elapse of change over time for signal governing siding to clear.

Reams—northward trains on main track to meet opposing trains, or southward trains on main track to be passed, remain south of "Fouling Point" sign until southward train has entered siding. Northward movements from siding, if semaphore signal north end of siding displays "Proceed" indication, open switch and wait 2 minutes to receive "Proceed" indication on Absolute Signal in siding.

Atoka—northward trains holding main track at meeting point remain back of "Fouling Point" sign until opposing train is entering siding.

RULE 99(j) AUTHORIZED on Eastern Subdiv. between MP 121.9 and MP 227.0, and on Kansas City and Muskogee Subdivisions.

FLOOD INDICATORS at following locations:

MP Location	Affects Signals
184.2	1841 and 1850.
388.5	3871 and 3886.
391.0	3907 and 3924.
407.2	4057 and 4086.
413.6	4131 and 4160.
434.0	4319 and 4344.
440.2	Southward Absolute Signal south end siding Vinita and 4416.
443.6	4433 and 4450.
455.5	4547 and 4562.
460.2	4585 and 4612.
465.0	4639 and 4656.
493.2	4921 and 4950.
518.1	5161 and 5186.
519.4	5161 and 5216.
521.8	5217 and 5236.
612.4	Southward Absolute Signal Atoka and 6140
638.0	6377 and northward Absolute Signal north end siding No. 1 Durant.

When any of the above signals display Stop-indication or "Stop, Then Proceed at Low Speed" indication, also look out for track washed out or damaged by high water.

SLIDE INDICATORS at following locations:

MP 592.0 and MP 592.1, affecting Signal 5917 and northward Absolute Signal, Burg. When these signals display Stop-indication or "Stop, Then Proceed at Low Speed" indication, also lookout for boulders or earth slides on track.

4. MOVEMENTS BY SIGNAL INDICATION (Rules 400-404):

a. Between Poole and north switch siding, Labette. Control Operator North Yard. Clear signal indication on Signal 3960, south end siding, Labette, authorizes northward movements to proceed on main track to north siding switch, ahead of or against superior trains, but observing indication displayed by Signal 3950. Northward trains restricted for a train at south siding switch, Labette, receiving Stop-indication, or "Approach" indication on Signal 3960 will take siding. Northward trains not restricted at south siding switch, Labette, will be governed by indications displayed by Signals 3960 and 3950. Joplin Subdiv. trains are authorized to run as extra trains, without train orders, as provided by Rules 88(a) and 401.

b. 8:00 A.M. to 11:00 P.M. daily—Between south switch siding, Pryor and north switch siding, Smith. Control Operator Pryor. Between 11:00 P.M. and 8:00 A.M. daily no operator on duty Pryor and signals will be automatic block signals only and trains and engines will operate in this territory by timetable, train orders and ABS Rules; Absolute Signals on siding Smith and Pryor and on house track Pryor will display Stop-indication only; and trains will not meet at Pryor except when instructed to do so by Form S-A train order.

c. Between north switch siding, Chase and KO&G Crossing, Muskogee Yard. Control Operator KO&G Crossing. Tulsa Subdiv. trains are authorized to run as extra trains, without train orders as provided by Rules 88(a) and 401.

d. Between MP 660.3 Ray and McCune. Control Operator Ray.

5. TWO MAIN TRACKS BETWEEN:

Union Station and North Market Street, St. Louis—TRRA tracks.
Union Station and 29th Street, Kansas City—KCT Ry. tracks.
29th Street Kansas City and Paola—SL-SF Ry. tracks.

6. AUXILIARY SIGNALS:

a. Muskogee—"Lunar" aspect displayed on northward Absolute Signal at Fondulac St., indicates crossover switches north of signal are lined for movement into freight yard.

When Stop-indication displayed on this signal, northward freight movements stop before fouling other depot tracks. After stop is made if seen or known that no opposing main track movement approaching and route is unobstructed, may proceed to crossover switch.

b. Color light signal on roof of passenger station Paola, and on southeast corner of SL-SF-MV Interlocking Station, Muskogee, when "Yellow" aspect displayed indicates to trains designated, no train order restrictions at that point, and that, when required, Train Order Form V will be received covering superior trains or train order authority received to proceed ahead of or against them. Train Order Form N required before operator can display "Yellow" aspect. Color light signals Paola and Muskogee are not Train Order Signals as defined under Rules 230, 231 and 232. Display of "Yellow" aspect does not affect observance of Block or Interlocking Rules.

Paola—governs southward trains. Normal aspect "Dark" and when "Dark" aspect displayed, southward trains will not occupy Kansas City Subdiv. main track south of crossover to puzzle switch, until authorized to do so by "Yellow" aspect.

SL-SF-MV Interlocking Station, Muskogee—governs southward trains. Normal aspect "Dark" and illuminated only when southward Absolute Signal displays "Proceed" indication, or track occupied within the Interlocking limits. When "Red" aspect displayed, southward trains stop clear of southward Absolute Signal on signal bridge until "Yellow" aspect displayed.

c. "Calling-on" indication of Train Order Signal, per Rule 221(a), repeated at:

Stringtown—on Signal 6046, south switch siding.

Durant—on Signal 6393, north switch Siding No. 1 and on Signal 6432, south switch Siding No. 2.

7. TRAINS WILL REPORT FOR CLEARANCE, FORM 118, OTHER THAN REQUIRED BY RULE 83(a) (last paragraph):

Baden instead of Machens—Trains originating.

Franklin, all trains Eastern Subdivision.

Ft. Scott, originating trains, Freight Office.

North Yard, instead of Parsons—Originating trains. Nos. 2 and 6 secure clearance, Form 118, from Train Order delivery staff located directly east of yard office, North Yard, on east side of track used by passenger trains. Conductors of all other trains report North Yard telegraph office for clearance.

Bartlesville—All trains, when Operator on duty.

KO&G Crossing, instead of Muskogee and Muskogee Yard—Northward Muskogee and Tulsa Subdivision trains.

SL-SF-MV Crossing, instead of Muskogee and Muskogee Yard—Southward Muskogee Subdiv. trains.

8. EXCEPTIONS TO RULES 82(a) AND 83(a):

a. EXCEPTION TO Rule 82(a): Schedules may be assumed without train order authority at other than the initial station on the Subdiv. at the following points:

Franklin—Nos. 52 and 53.

Muskogee—Nos. 1, 2, 5 and 6.

Muskogee Yard—Nos. 41, 42, 52 and 53.

Hominy—Nos. 50 and 51.

b. Exception to Rule 83(a) (last paragraph): Unless Train Order Signal displays "Stop, Unless Clearance Received", regular trains may leave their initial station without clearance, Form 118, at the following points:

Labette—Trains originating.

Chase—Trains originating.

9. REGISTER STATIONS: (Designated by full-faced type):

a. North Yard is not a register station for first class trains or passenger extras.

Parsons is register station only for trains originating and terminating.

Paola, all trains, except originating and terminating, by ticket.

Muskogee is register station only for first class trains and passenger extras.

b. Trains will register at other than register stations as follows:

Baden, trains originating or terminating.

Baden instead of Machens, northward trains.

Franklin instead of Machens, southward trains.

Ft. Scott, trains originating or terminating.

Glen Park, trains originating or terminating.

Muskogee Yard, trains originating or terminating.

North McAlester, trains originating or terminating.

10. STANDARD CLOCKS:

St. Louis.....	Telegraph Office	Cushing.....	Telegraph Office
Baden.....	Telegraph Office	Turner.....	Yard Office
Franklin.....	Telegraph Office	Joplin.....	Telegraph Office
Ft. Scott.....	Freight Office	Tulsa.....	Telegraph Office
North Yard.....	Yard Office	Muskogee Yard.....	Yard Office
	Enginemen's Rm.	Muskogee.....	Ticket Office
Kansas City.....	Telegraph Office	McAlester.....	Telegraph Office
Glen Park.....	Telegraph Office	Denison.....	Telegraph Office
Coffeyville.....	Telegraph Office	Ray.....	Yard Office

11. GENERAL ORDER BOOKS:

Baden.....	Telegraph Office	Hominy.....	Locker Room
	Enginehouse	Cushing.....	Telegraph Office
Franklin.....	Telegraph Office	Turner.....	Yard Office
Ft. Scott.....	Freight Office		Enginemen's Rm.
North Yard.....	Yard Office	Tulsa.....	Freight Station
	Enginemen's Rm.	Muskogee Yard.....	Yard Office
	Yardmen's Rm.	Muskogee.....	Passenger Station
Parsons.....	Psgr. Sta. Bsmt.	No. McAlester.....	Freight Station
Kansas City.....	Telegraph Office	Denison.....	Register Room,
Glen Park.....	Yard Office		Passenger Station
	Enginemen's Rm.		Enginemen's Rm.
Coffeyville.....	Enginehouse	Ray.....	Yard Office
Bartlesville.....	Yardmen's Rm.		Enginehouse Ofc.

12. YARDS PROTECTED BY YARD LIMIT SIGNS:

Columbia		Cleveland	} One Yard	
Moberly		Mindeman		
New Franklin	} One Yard	Yale	} One Yard	
Franklin				Cushing
Boonville				
Sedalia			Owanda	} One Yard
Clinton		Oklahoma City		
Nevada				
Ft. Scott		Labette (Joplin Subdiv. only)		
Cross	} One Yard	Nettels	} One Yard	
North Yard				West Mineral
Parsons				Cokedale
Poole				
Paola	} One Yard	Columbus		
South Paola			Military	
Chanute		Galena		
		Joplin		
Monarch	} One Yard	Tulsa	} One Yard	
Humboldt				Alsuma
Piqua				
MP A-163.5	} One Yard	Wybark	} One Yard	
Coffeyville				Muskogee Yard
South Coffeyville				Muskogee
Dewey Stock Yard	} One Yard	MP 560.2	} One Yard	
Dewey				North McAlester
"DY" Jct		McAlester		
		Frink		
"BE" Jct	} One Yard	Staley	} One Yard	
Sutton				Denison
		Ray		
Hominy				

13. FLAG STOPS NOT SHOWN ON SCHEDULE PAGES:

For revenue passengers only unless otherwise provided.

Nos. 1 and 2, Vinita to receive for or discharge from Denison and points south that are regular stops, and Kansas City and beyond. Durant to receive for or discharge from Dallas and regular stops beyond, and Kansas City and points beyond.

Regular stop will be made by train No. 5 at Stringtown, Tushka and Caney daily except Sunday and holidays, and by train No. 6 at Oktaha and Labette daily except Sunday, to dispatch U.S. Mail.

No. 5 and No. 6, any station to receive or discharge passengers and head end traffic.

No. 2, Vinita for first class mail.

Conductor will ascertain from postal clerk and express messenger-baggage man stops necessary to comply with above.

14. RESTRICTED SPEED REQUIREMENTS:

a. Barnard—OCA&A movements to MKT main track, if no opposing main track movement, must display a lighted red fusee on MKT main track north of Barnard before opening switch or fouling MKT main track. This does not relieve approaching MKT trains and engines from moving at Restricted Speed.

b. TRAINS WILL HAVE NO TIMETABLE SUPERIORITY AND ALL TRAINS AND ENGINES WILL MOVE AT RESTRICTED SPEED at the following locations:

Paola: Between switch intersecting SL-SF main track at north end (Old Long Track) and crossover from main track to puzzle switch.

Parsons Terminal: Between Cross and Poole.

Cox-Evans: Between MP A-166 and MP A-169.

Barnard-Oklahoma City: Between MP A-341 and MP A-343.9.

Sherman City-Cokedale: Between MP S-402 and MP S-413.

Muskogee Terminal: Between KO&G Interlocking and SL-SF-MV Interlocking.

Denison-Ray Terminal: Between Signal 6605, Denison, and yard limit sign MP D-662.1, south of Lamar, Dallas Subdiv.; and on Fort Worth Subdiv. between Denison passenger station yard and yard limit sign MP 663.0 south of Ray.

15. BETWEEN THE FOLLOWING POINTS TRAINS AND ENGINES WILL OPERATE UNDER PROVISIONS OF RULE 93 WITHOUT CLEARANCE OR TRAIN ORDERS:

Columbia Subdiv. Jct. and Columbia on Columbia Subdiv.

Franklin and Moberly on Moberly Subdiv.

Walker and Eldorado Springs on Eldorado Subdiv.

North McAlester and Bishop on Wilburton Subdiv.

16. FORM Y TRAIN ORDERS AUTHORIZED on all Subdivisions, but are not effective in territory where Movements are by Signal Indications (Rules 400-404) as per Special Instructions 4. When Form Y orders are received before reaching Franklin on Eastern Subdiv.; before reaching Muskogee or Muskogee Yard on Muskogee Subdiv.; or before reaching Hominy on Oklahoma Subdiv.; to be effective beyond these points must specify a wait at a station beyond the point named on each of these Subdivisions.

On Oklahoma, Joplin and Tulsa Subdivisions, regular trains will be notified of following extra trains by train dispatcher who will issue train order to all concerned as follows:

"C&E

After (time) protect against Extra _____"

Preceding trains receiving this order will, after the specified time, while occupying main track, protect in accordance with Rule 99.

In the absence of this train order, regular scheduled trains on the Subdivisions designated may occupy the main track between Station Whistling Signs (Black letter "S" on white background) protecting against scheduled trains only and following extra trains must approach all stations prepared to stop at the Station Whistling Sign and thereafter proceed only as the way is seen or known to be clear.

17. EXCEPTIONS TO RULE 5. TIMETABLE OR TRAIN ORDER RESTRICTIONS APPLY AT:

Paola—Crossover from main track to puzzle switch.

Moran—West siding.

North Yard—Crossover where station sign located.

Cushing—Second track west of passenger station.

Durant—Siding No. 2. (Southward trains go to Siding No. 2 for opposing trains only when authorized by train order or otherwise to do so.)

18. NORMAL POSITION OF SWITCHES:

North Yard-Parsons-Poole—No track designated as main track between SL-SF Crossing, Poole, and North Yard Station sign where Kansas City and Eastern Subdivisions main tracks intersect. All tracks are yard tracks and, except as shown below, switches may be left lined in any position, except crossover switches not specified will be left with both switches lined for crossover or both switches lined against crossover movement. Kansas City Subdiv. passenger trains will move via scale track and "Hound" lead track unless otherwise instructed.

North Yard—East 16 crossover, from East Yard to West Yard, switches lined as needed. Switch at intersection of Neosho Subdiv. main track with lead, North Yard, for the lead.

Parsons—Oklahoma Subdiv. freight trains will use crossover Corning Ave. and track used by Muskogee Subdiv. freight trains to enter or leave North Yard, and will leave both switches of crossover Corning Ave. lined against crossover movement.

Poole—Spring switch at intersection of track used by Muskogee Subdiv. freight trains to enter or leave North Yard, and track used by Muskogee Subdiv. passenger trains to enter and leave passenger station, leave lined for freight trains.

Labette—Intersection of Joplin Subdiv. main track with siding, for siding.

Chase—Spring switch at intersection of Tulsa Subdiv. main track with Muskogee Subdiv. main track, for Muskogee Subdiv. main track.

Tulsa—No track designated as main track between AT&SF - SL-SF - MV crossing and Boulder St., second street west of station. All tracks are yard tracks and switches may be left lined in any position, except crossover switches will be left with both switches lined for crossover or both switches lined against crossover movement.

Dewey—East end of south crossover new yards, into yards lined for AT&SF connection.

Turner—Main track switches, lined as needed.

Denison—First track east of passenger station designated as main track through Denison and all passenger trains will use this track unless otherwise instructed. Rule 104 and other applicable Uniform Code of Operating Rules govern. No. 2 track will be left clear for meeting trains.

19. CROSSOVERS AND SIDINGS:

Lindale: Lead track from south switch to crossover, and No. 2 track, designated as siding.

North McAlester-McAlester: Crossovers designated as:

No. 1—just south of Stonewall Ave.

No. 2—just south of coal chute.

No. 3—at Monroe Ave.

No. 4—just north of overpass north of CRI&P crossing.

Durant: Sidings designated as:

No. 1—extends from MP 639.3 through the crossover just south of SL-SF crossing and intersects main track at MP 641.5.

No. 2—extends from MP 643.2 through the crossover north of Main Street and intersects main track at MP 641.1.

20. RESTRICTIONS IN OPERATION OF LOCOMOTIVES AND CARS:

Maximum depth of water, over top of rail, through which equipment may be handled is as follows, except where greater depths are authorized by special instructions:

Diesel engines	5 inches.
Passenger cars	9 inches.
Freight cars	25 inches.

When trains are operated through water a maximum speed of 5 MPH must not be exceeded.

Cars with gross weight exceeding 105 tons must not be handled on Columbia Subdiv.

Diesel (not more than one unit) heavier than Cooper's rating E-47 must not be operated on Eldorado Subdiv.

Cars with gross weight exceeding 100 tons must not be handled on Eldorado Subdiv. between Dederick and Eldorado Springs.

Diesels (not more than two units) heavier than Cooper's rating E-47 must not be operated on Neosho Subdiv.

21. ABBREVIATIONS:

a. The following signs placed in column provided on schedule pages indicate:

W—Water.	PH—Telephone.
O—Fuel for diesel locomotives.	R—Radio base station.
T—Turntables.	RY—Radio yard station.
S—Track scales.	"s"—Regular stop.
Y—Wye.	"f"—Flag stop for passengers.

"I"—Stop for meals.

b. Abbreviations in connection with MP locations and station numbers:

A—Kansas City, and Oklahoma Subdivisions	Q—Warner Cutoff
B—Neosho Subdivision	R—Wilburton Subdivision
F—Eldorado Subdivision	S—Joplin Subdivision
O—Moberly Subdivision	V—Columbia Subdivision
	Z—Tulsa Subdivision

22. PRECAUTIONS TO BE TAKEN TO INSURE SAFE TRAIN OPERATION DURING AND FOLLOWING SEVERE STORMS:

OPERATORS—Notify Train Dispatcher promptly of nature and extent of storm. Call Section Foreman, if not on duty. If so advised by Section Foreman, hold trains until it is known track is safe.

TRAIN AND ENGINEMEN—Bring train under control and proceed through territory affected by storm at a rate of speed that will insure safety; notify Train Dispatcher condition of track. If unable to communicate with Dispatcher or Section Foreman and there is doubt as to safety of movement, take siding and wait until advised track is safe.

TRAIN DISPATCHERS—On receipt of report of storm, notify trains likely to be affected; see that Superintendent, Division Engineer and Roadmaster are notified and that Section Foremen are patrolling track and get all information necessary to protect safe movement of trains as quickly as possible. If necessary, have Operator call Section Foreman.

23. REMOTE CONTROL SWITCHES.

a. Dual Control Switches:

Baden - Entrance to CB&Q R.R. main track — normally controlled from CB&Q Dispatcher's office, Hannibal, Mo.

Machens (MP 26.9) intersection of M-K-T main track and CB&Q main track - Normally controlled from CB&Q Dispatcher's office, Hannibal, Mo.

SL-SF North Jct. (MP 655.9) intersection of M-K-T main track and SL-SF main track — Normally controlled from Ray.

SL-SF South Jct. (MP 656.2) intersection of M-K-T main track and SL-SF main track — Normally controlled from Ray.

MP 656.2 - intersection of M-K-T passenger main track and M-K-T freight main track (Warner cutoff) south of Red River Bridge — Normally controlled from Ray.

b. Other Remote Control Switches:

"DY" Jct. MP A-194.5

24. SPRING SWITCHES:

a. Spring switches: (Designated by letter "S" attached to switch stand.)

Hoffman - South switch, siding.

Beaman - North switch, siding.

North Clinton - South switch, siding.

Nevada - Both switches, siding.

Griffith - Both switches, siding.

Parker - Both switches, siding.

Kincaid - Both switches, siding.

Moran - North switch, west siding.

Kimball - Both switches, siding.

Erle - Both switches, siding.

Poole - Intersection of track used by Muskogee Subdiv. freight trains and track used by Muskogee Subdiv. passenger trains to enter or leave passenger station — normal position for freight trains. Not protected by ABS.

"BE" Jct. MP A-198.2 - MKT-AT&SF Conn. (normal position for AT&SF)

Labette - North switch, siding.

Chetopa - South switch, siding.

Welch - Both switches, siding.

Vinita - South switch, siding.

Adair - Both switches, siding.

Smith - Both switches, siding.

Wagoner - South switch, siding.

Chase - Tulsa Subdiv. Jct. switch. (normal position for Muskogee Subdiv.)

Meyer - South switch, siding.

Canadian - Both switches, siding.

Reams - South switch, siding.

North McAlester - South switch, siding.

Kiowa - Both switches, siding.

Burg - Both switches, siding.

Stringtown - South switch, siding.

Atoka - Both switches, siding.

Cook - Both switches, siding.

Caddo - Both switches, siding.

Durant - Siding No. 1 - North switch.

Siding No. 2 - Both switches.

Olive - Both switches, siding.

On siding at crossover MP 641.2 - normal position for movement from north end Siding No. 2 to main track. Southward movements in Siding No. 1 trail thru.

Absolute Signal north end siding No. 2 governs northward movements from Siding No. 2 to main track. "Approach" aspect indicates route clear to main track. When Stop-indication displayed, if no approaching movement evident, and movement has timetable or train order authority to proceed, operate push button on instrument case and after 3 minutes Signal may indicate "Lunar" or "Approach". If signal does not indicate "Lunar" or "Approach", be governed by Rules 350, 99(e) and 104(a).

1. Safety is of first importance in the discharge of duty.
2. Avoid all risks. Watch for unsafe conditions and correct and report them.
3. Look both ways before crossing any track. Avoid crossing track in front of movement after signal is given to move. Do not stand or walk on track when avoidable.
4. Step over rails, frogs, switch guard rails, interlocking machinery or connections and not on them. Do not sit on rails or ties or take refuge under car.
5. Look out for approaching movements and alight outside of rails when getting off engine or cars.
6. When alighting from or boarding rear end of freight train, use rear platform of caboose.
7. When boarding or alighting from a locomotive, caboose, or car, face in, as on a ladder. Observe footing and clearances before alighting from moving or standing engine or car. Keep firm grip on handhold until foot is firmly placed on ground or other support when engine or car is standing.
8. Keep away from side or end while riding top of car, except for time required to operate brake or perform other duty there.
9. Do not ride on facing end of leading car or trailing end of rear car when possible to avoid it.
10. When riding side or top of car, keep close watch for unsafe clearances.
11. Before going under or between standing cars or engines, first see or know they will not be moved. Otherwise obtain suitable protection. No signal should be given to move engine or cars when anyone is under or between.
12. One man will be permitted to ride the leading footboard of switch engine on short switch moves. He will board the footboard from a position outside of the rails, remaining in sight of engineer or fireman. He will alight from the footboard before coupling into other equipment. Enginemen will not permit their engine to couple into other equipment while a man is riding the leading footboard.
13. Employees will not attempt to board oncoming footboards when the movement is of such speed to be unsafe, or when engine is moving over frogs, crossovers, turnouts, or where a safe footing on the ground or footboards is in doubt.
14. Firm grip and safe foothold are essential to safety when on sill-step, side ladder, end platform, or in transferring or changing position.
15. When alighting from moving equipment extreme care should be exercised. Avoid getting off in an awkward manner that will result in strains or sprains.
16. When engineman sees or knows that ground man is about to get on or off, he will regulate speed down to point of assured safety. Consider the footing, visibility and other conditions.
17. In setting or releasing brakes, be alert to the hazard of slipping or losing hold, sudden lurch, stop or start of car, brake club breaking or slipping, brake chains kinking or overlapping, also grabbing or kicking of brake. (Study the peculiarities and proper handling of different types of brakes.) Pressure on brake should

- be exerted toward body of car. Do not hold brake tension by hand—use the dog and ratchet.
18. Leave cars in clear and tied down to avoid possibility of fouling other tracks or man on side of car. Do not leave cars standing on tracks too near street or highway crossing, preferably 75 feet away from the crossing.
19. Be prepared constantly for sudden start or stop and for the shock of brake or slack action.
20. Use cut-lever to uncouple cars. If lever is inoperative, tie the movement down before crossing to opposite side.
21. It is prohibited to use foot or hand to adjust drawbar, knuckle or lock pin while car or locomotive is in motion or when another car is approaching within a car length.
22. Angle cocks will be closed before uncoupling air hose when there is pressure in train line. When setting brakes by turning angle cock, keep firm grip on hose.
23. Do not place hands, feet, or any part of body between inside end of car and lumber, pipe, or other lading likely to shift. Keep clear of unsecured drop end doors. Do not use gate of gondola for handhold.
24. Slack cuts apart half car length before going between couplers to make adjustments of knuckles or for other purposes.
25. Do not attempt to cross track close in front of moving engine or car.
26. Wear safe shoes and other apparel, and use suitable clear goggles when needful to protect against sand, cinders, or other eye hazards.
27. Keep feet in clear of the path of counterweights on ground throw switch levers. Do not handle switch stand lever when switch is being run through.
28. A habit of too much idle conversation across cab or caboose may contribute to serious accident.
29. Keep the mind on the work and have a clear and mutual understanding of the moves to be made.

DIESEL LOCOMOTIVE SAFETY RULES

30. Enginemen and others will use hard rubber or nonmetallic cased flashlights in and around Diesel locomotives.
31. Never place hands or face near main generator or any high voltage equipment while it is working under load.
32. Do not smoke or have open flame in engine room.
33. Rings and wrist watches will not be worn while working around electrical equipment.
34. Fuses will not be pulled while under load.
35. High voltage cabinet will not be opened while motor is running, other than idling.
36. Stepping out of side doors of moving Diesel units to elevated platform or other side elevation is prohibited.
37. At any time an engine is overheated or shut down for mechanical defect, no handhold cover plates should be removed until sufficient time has elapsed to permit engine to cool down sufficiently to prevent possibility of an explosion (minimum one hour).

RULES REGARDING HANDLING OF PLACARDED CARS

Cars placarded "Explosives" shall, when length of train permits, be placed not nearer than the 16th car from both engine or occupied caboose; otherwise, near middle of train; except in train made up in "blocks" or classifications, be placed near middle of the "block" or classification in which moving, but not nearer than 6th car from both engine or occupied caboose; in train performing pickup or setoff service shall be not nearer than 2nd car from both engine or occupied caboose, except as provided in NOTE below.

Except in train consisting entirely of placarded loaded tank cars and as otherwise provided below, placarded loaded tank cars shall, when length of train permits, be placed not nearer than the 6th car from engine, occupied caboose or passenger car; when length of train will not permit, or when handled in freight train engaged in pickup or setoff service, shall not be nearer than the 2nd car from engine, occupied caboose or passenger car.

NOTE: In freight or mixed trains, cars placarded "Explosives" or "Poison Gas" or both or placarded "Flammable Poison Gas" when accompanied by cars carrying guards or gas handling crews, shall be next to and ahead of the car occupied by the guards or gas handling crews accompanying such car; except that when such car is equipped with a lighted heater or stove it shall be the fourth car behind a car or cars requiring "Explosive" placards.

Cars placarded "Explosives" must not be handled next to any car placarded "Dangerous", "Dangerous Radio-Active Material", "Poison Gas" or "Flammable Poison Gas" or car containing poison liquids Class A. Placarded loaded tank cars must also not be handled next to any car placarded "Explosives", "Poison Gas" or "Flammable Poison Gas". Cars placarded "Poison Gas", "Flammable Poison Gas" or containing poison liquid Class A must also not be handled next to cars placarded "Explosives" or "Dangerous".

Cars placarded "Explosives" or loaded tank cars placarded "Dangerous", "Poison Gas" or "Flammable Poison Gas" must not be handled next to engine, or occupied caboose (except as provided in NOTE above) (except loaded tank cars placarded "Dangerous" when train consists only of placarded loaded tank cars) (loaded tank cars placarded "Poison Gas" or "Flammable Poison Gas" must not be handled next to engine or occupied caboose); next to occupied passenger or combination car except as provided in NOTE above; (loaded tank cars placarded "Poison Gas" or "Flammable Poison Gas" will not be handled next to occupied passenger or combination car other than cars occupied by gas handlers and au-

thorized personnel accompanying shipment); wooden underframe cars; loaded flat cars (except cars carrying trailers or containers placarded "Explosives" may be coupled to each other); (loaded tank cars placarded "Dangerous" or "Poison Gas" or "Flammable Poison Gas" may be handled next to specially equipped cars in trailer-on-flat-car service or flat cars loaded with automobiles, trucks or trailer bodies which are secured by means of a device designed and permanently installed for that purpose and of a type generally accepted for handling in interchange between railroads); (flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars); open-top car when any of lading protrudes beyond car ends or when lading extending above car ends is liable to shift so as to protrude beyond car ends; car, trailers or truck bodies on flat car with automatic refrigeration or heating apparatus in operation; car, trailers or truck bodies with open flame apparatus in service or with internal combustion engine in operation; cars, trailers or truck bodies on flat car containing lighted heaters, stoves or lanterns; (except in case of loaded tank cars placarded "Dangerous", "Poison Gas" or "Flammable Poison Gas", when car is occupied by gas handlers or authorized personnel accompanying shipment); cars loaded with live animals or fowl, occupied by an attendant.

Cars containing explosives, Class A; poison gases or liquids, Class A or flammable poison gas and tank cars placarded "Dangerous" shall not be transported in a passenger train, nor next to occupied cabooses or cars carrying passengers in mixed trains except as otherwise provided above.

Cars containing "Dangerous Radio-Active Material" must not be handled next to cars placarded "Explosives" or next to carload shipments of undeveloped film.

When handling car placarded "Explosives" in terminals, yards, side tracks or sidings, such car shall be separated from engine by at least one non-placarded car.

At all terminals or other places where trains are made up by crews other than road crews accompanying them outbound, numbered notice Form 1169, showing the location in train of every car placarded "Explosives" shall be delivered to the train and engine crew. At points where train or engine crews are changed, the notice shall be transferred from crew to crew.

CLASSIFICATION OF ENGINES

CLASS	UNITS	UNITS NUMBERED	Equipped For MU Control	Geared For Maximum Speed
D-1	25	51 A-C to 63 A-C incl.	Yes	85
D-2	47	1 to 11 incl., 13, 15, 17, 20 to 32 incl., 34, 43, 44, 1203, 1205, 12, 14, 16, 18, 19, 33, 35 to 42 incl., 45 to 47 incl.	Yes	65
D-3	12	78 A-C to 81 A-C incl., 78 B-D-E-F	No	65
D-4	62	64 A to H, 65 A to H, 66 A-C to 77 A-C incl., 75 B-D-E-F, 82 A-C to 90 A-C incl.	Yes	77
D-5	33	91 to 123 incl.	Yes	65
D-6	37	124 to 161 incl.	Yes	65
Total	217			

Diesel Units Equipped With Boiler	Diesel Units With Steam Pipe But No Boiler or Steam Conduit
51 A-C to 63 A-C incl. 78 A-C to 81 A-C incl. 78 B-D-E-F	64 A to H, 65 A to H, 66 A-C to 77 A-C incl. 75 B-D-E-F, 82 A-C to 90 A-C incl.

SPEED TABLE

Miles Per Hour	1 Mile In		Miles Per Hour	1 Mile In		Miles Per Hour	1 Mile In	
	Mins.	Sec.		Mins.	Sec.		Mins.	Sec.
6	10	0	33	1	49	55	1	5
8	7	30	34	1	45	56	1	4
10	6	0	35	1	42	57	1	3
12	5	0	36	1	40	58	1	2
15	4	0	37	1	37	59	1	1
16	3	45	38	1	34	60	1	0
17	3	31	39	1	33	61	0	59
18	3	20	40	1	30	62	0	58
19	3	9	41	1	27	63	0	57
20	3	0	42	1	25	64	0	56
21	2	51	43	1	23	65	0	55
22	2	43	44	1	21	67	0	54
23	2	36	45	1	20	68	0	53
24	2	30	46	1	18	69	0	52
25	2	24	47	1	16	70	0	51
26	2	18	48	1	15	72	0	50
27	2	13	49	1	13	73	0	49
28	2	8	50	1	12	75	0	48
29	2	4	51	1	10	76	0	47
30	2	0	52	1	9	78	0	46
31	1	56	53	1	7	80	0	45
32	1	52	54	1	6			

RECAPITULATION OF PASSENGER EQUIPMENT

Baggage	31
Baggage-Mail	16
Mail	3
Mail Storage	10
Chair	31
Coach	5
Chair-Lounge-Buffer	2
Lounge	2
Diner	5
Sleeper	16
Observation-Lounge-Sleeper	1
Business	3
Total	125

LOAD LIMIT AND CARRYING CAPACITY OF BAGGAGE CARS

Car No.	Journal Size	Load Limit at Rail	Weight of Car	Carrying Capacity of Car
6	5½x10	253,500	152,500	100,000
7	5x 9	204,000	139,400	65,000
175, 177	5x 9	198,000	138,000	60,000
178	5x 9	199,920	144,920	55,000
179, 182-185	5x 9	200,535	140,535	60,000
187	5½x10	192,000	132,000	60,000
188, 189, 191	5x 9	193,400	133,400	60,000
2650-2655				
2657, 2660,				
2662-2664	5x 9	195,700	135,700	60,000
216, 217	5x 9	172,400	125,400	47,000
226, 235	5x 9	196,900	136,900	60,000
252, 254	5x 9	198,900	138,900	60,000

COOPER'S RATING OF MKT UNITS

D-1	E-45
D-2	E-46
D-3	E-46
D-4	E-42
D-5	E-47
D-6	E-45

WEIGHT OF EMPTY PASSENGER CARS

Class	Numbers	Length in Feet	Tons
Baggage	6-7	82	70
"	175, 177-179,		
"	182-185, 187-189, 191	73	69
"	2650-2655, 2657,		
"	2660, 2662-2664	73	69
"	216, 217	64	63
"	226, 235	74	68
"	252-254	73	69
Baggage-Mail	218-224, 227-234	74	68
"	1000	73	55
Mail	30, 31, 32	64	66
Mail-Storage	50	64	60
"	11	54	32
"	201, 203-209	81	68
Chair	901, 903-913,		
"	915-925 AC	81	81
"	1200, 1201 AC	85	63
"	1202-R AC	85	66
"	1203-1207 AC	85	68
Coach	641-645 AC	81	90
Chair-Lounge-Buffer	1300, 1301 AC	85	66
Lounge	495 AC	82	91
"	496 AC	82	83
Diner	1, 3, 437 AC	81	92
"	1100 AC	85	68
"	2 AC	85	75
Sleeper	1500-1506 AC	85	70
"	(Clover) Glade,		
"	Meadow, Brook AC	84	92
"	McCallsburg AC	83	88
"	Kimbell AC	83	87
"	McKeever AC	83	87
"	Parsons AC	82	86
"	San Antonio AC	82	86
"	Sunnyside AC	83	88
Observation-Lounge-Sleeper	1400 AC	85	66
Business Car	400 AC	84	101
"	401 AC	82	99
"	403 AC	80	98

OFFICIAL WATCH INSPECTORS

American Railroad Time Service, Arcade Building, 812 Olive St., St. Louis 1, Mo.

Watch Inspectors (See Rule 2) are located as follows:

Appleton City, Mo.....	APPLETON CITY JEWELRY CO.	North Kansas City, Mo.....	ZAJIC'S JEWELERS 323 Armour Road
Boonville, Mo.....	GMElich & SCHMIDT JEWELRY CO. 309 Fifth St.	Oklahoma City, Okla.....	B. C. CLARK, JEWELER 118 N. Harvey
Cleveland, Okla.....	GIDDENS JEWELRY CO. 103 N. Broadway	Oklahoma City, Okla.....	ROBINSON JEWELRY CO. 204 W. Commerce St.
Coffeyville, Kans.....	A. C. HAMLIN, JEWELER 807 Main St.	Oklahoma City, Okla.....	WEBER'S JEWELRY CO. 142 W. Main St.
Cushing, Okla.....	N. C. McCOY, JEWELER Broadway & Cleveland Aves.	Paola, Kans.....	S. O. CARPENTER, JEWELER South Side Square
Denison, Texas.....	GRAY'S CREDIT JEWELRY 505 West Main	Parsons, Kans.....	PFEIFFER JEWELRY CO. 1810 Main St.
Ft. Scott, Kans.....	OVA L. NEWBERRY JEWELRY CO. 14 E. Wall	Pryor, Okla.....	J. M. LESLIE, JEWELER 201 E. Graham St.
Franklin, Mo.....	OPERATOR	Sedalia, Mo.....	REED & SON JEWELERS 309 S. Ohio St.
Glen Park, Kans.....	OPERATOR	St. Louis, Mo.....	AMERICAN RAILROAD TIME SERVICE Room 312, Arcade Building 812 Olive St.
Joplin, Mo.....	JOHN H. REEDER, JEWELER 710 Main St.	St. Louis, Mo.....	PARAMOUNT JEWELERS 7324 Manchester
Kansas City, Kans.....	HELZBERG'S DIAMOND SHOP 654 Minnesota Ave.	St. Louis, Mo.....	JAY HARTIG JEWELRY 8314 Halls Ferry Road
Kansas City, Mo.....	HELZBERG'S JEWELERS 1100 Walnut St.	St. Louis, Mo.....	WIGGINS JEWELRY CO. 1920 Market St.
Kansas City, Mo.....	HELZBERG'S DIAMOND SHOP 3132 Troost Ave.	St. Louis, Mo.....	W. A. ZANDER, JEWELER 4041 Olive St.
Kansas City, Mo.....	J. H. MACE CO. Union Station	Tulsa, Okla.....	GRAY'S JEWELERS 412 S. Main St.
McAlester, Okla.....	FORRESTER'S JEWELRY CO. 123 E. Choctaw	Tulsa, Okla.....	FRED O. GUMM, JEWELER 818 N. Sheridan
Mission, Kans.....	RILEY'S JEWELERS 6118 Johnson Drive	Tulsa, Okla.....	SHERRILL'S JEWELRY CO. 125 S. Main
Muskogee, Okla.....	KAPLAN JEWELERS 222 W. Broadway	Vinita, Okla.....	M. SILVA, JEWELER
Muskogee, Okla.....	STANDARD JEWELRY CO. 308 W. Broadway		
Nevada, Mo.....	KING JEWELRY CO. 113 East Cherry		

RAILROAD COMPANY MEDICAL STAFF

Dr. Roland S. Kieffer, Medical Director, St. Louis, Mo.

		Office	Phone Number Residence	Exchange
Boonville, Mo.....	Dr. T. C. Beckett	TU 2-6278	TU 2-2442	
Denison, Tex.....	Dr. W. D. Blassingame	HO 5-5005	HO 5-6366	
Kansas City, Mo.....	Dr. Graham Joseph Owens 152 West Mezzanine Union Station	VI 2-2813	EN 2-8160	WE 1-9500
McAlester, Okla.....	Dr. George M. Brown, Jr.	GA 3-4080	GA 3-4442	
Muskogee, Okla.....	Dr. G. W. Tracy 104 North 16th St.	MU 2-0210	MU 7-4707	MU 7-6356
Okla. City, Okla.....	Dr. Glen F. Wade Pasteur Medical Bldg. 1111 North Lee	CE 5-5940		CE 2-8861
Parsons, Kansas.....	Dr. Evert C. Beaty	GA 1-0600	GA 1-6457	
St. Louis, Mo.....	Dr. R. S. Kieffer 100 North Euclid	FO 1-6632		PR 1-6080
St. Louis, Mo.....	Dr. Norman A. James 8321 North Broadway (For examinations only.)	EV 3-1112		
St. Louis, Mo.....	Dr. Warren A. Bowersox 100 North Euclid	CL 7-3500	VO 3-5514	PR 1-6080

TONNAGE RATINGS - NORTHERN DIVISION

SUBDIVISION	Direction	FROM STATION	TO STATION	Class D-1	Class D-2	Class D-3, D-4 & D-5					Class D-5	Class D-6
						3000	4500	6000	7500	9000		
Eastern	South	Baden.....	Franklin.....	1625	2050	4800	7200	9600	12000	14400	2400	2875
		McBaine.....	Franklin.....	2300	2900	6800	10200	13600	17000	20400	3400	4100
		Franklin.....	Sedalia.....	950	1190	2800	4200	5600	7000	8400	1400	1675
		Sedalia.....	Parsons.....	1275	1600	3740	5610	7480	9350	11220	1870	2250
		Sedalia.....	Ft. Scott.....	1275	1625	3860	5790	7720	9650	11580	1930	2300
	Ladue.....	Eve.....	1350	1700	4000	6000	8000	10000	12000	2000	2400	
	North	Parsons.....	Sedalia.....	1275	1600	3740	5610	7480	9350	11220	1870	2250
		Nevada.....	Sedalia.....	1300	1650	3860	5790	7720	9650	11580	1930	2300
		Sedalia.....	Franklin.....	1000	1250	2900	4350	5800	7250	8700	1450	1750
		Franklin.....	Baden.....	1625	2050	4800	7200	9600	12000	14400	2400	2875
Franklin.....		McBaine.....	2000	2525	5900	8850	11800	14750	17700	2950	3550	
Moberly	North	Franklin.....	Moberly.....	1075	1350	3200	4800*	6400	8000	9600	1600	1900
	South	Moberly.....	Franklin.....	1075	1350	3200	4800	6400	8000	9600	1600	1900
Columbia	South	Moberly.....	Fayette.....	1375	1750	4100	6150	8200	10250	12300	2050	2450
	North	Columbia.....	Columbia Subdiv. Jct.....	1275	1625	3800	5700	7600	9500	11400	1900	2275
Eldorado	South	Columbia Subdiv. Jct.....	Columbia.....	1050	1300	3100	4650	6200	7750	9300	1550	2400
	North	Walker.....	Eldorado Springs.....	750	925	2200	3300	4400	5500	6600	1100	1325
Kansas City	South	Eldorado Springs.....	Walker.....	1250	1575	3700	5550	7400	9250	11100	1850	2200
		Glen Park.....	North Yard.....	1225	1525	3600	5400	7200	9000	10800	1800	2150
		Glen Park.....	Paola.....	1350	1700	4000	6000	8000	10000	12000	2000	2400
	Moran.....	North Yard.....	2525	3200	7500	11250	15000	18750	22500	3750	4500	
North	North Yard.....	Glen Park.....	1225	1700	3600	5400	7200	9000	10800	1800	2150	
	Ringer.....	Glen Park.....	1900	2400	5600	8400	11200	14000	16800	2800	3350	
Oklahoma	South	North Yard.....	Hominy.....	1250	1550	3680	5520	7360	9200	11040	1840	2200
		North Yard.....	Coffeyville.....	1550	1950	4560	6840	9120	11400	13680	2280	2750
		Coffeyville.....	Bartlesville.....	1375	1725	4080	6120	8160	10200	12240	2040	2450
		Hominy.....	Oklahoma City.....	1150	1450	3400	5100	6800	8500	10200	1700	2450
		Hominy.....	Hallett.....	1275	1600	3750	5625	7500	9375	11250	1875	2250
	North	Oklahoma City.....	Hominy.....	1700	2125	5000	7500	10000	12500	15000	2500	3000
		Hallett.....	Hominy.....	1850	2350	5500	8250	11000	13750	16500	2750	3300
		Hominy.....	North Yard.....	1125	1425	3360	5040	6720	8400	10080	1680	2025
		Mahan.....	Nelagony.....	1900	2375	5600	8400	11200	14000	16800	2800	3350
		Nelagony.....	Bartlesville.....	1650	2075	4880	7320	9760	12200	14640	2440	2925
Bartlesville.....	Coffeyville.....	1825	2300	5440	8160	10880	13600	16320	2720	3250		
	Coffeyville.....	North Yard.....	1700	2150	5040	7560	10080	12600	15120	2520	3025	
	MP A-163.8.....	Mound Valley.....	2475	3125	7360	11040	14720	18400	22080	3680	4425	
	Mound Valley.....	North Yard.....	2100	2650	6240	9360	12480	15600	18720	3120	3750	
	Neosho	South	Piqua.....	North Yard.....	1500	1875	4400	6600	8800	11000	13200	2200
Piqua.....			Chanute.....	1825	2300	5400	8100	10800	13500	16200	2700	3250
Galesburg.....			North Yard.....	2025	2550	6000	9000	12000	15000	18000	3000	3600
North	North Yard.....	Piqua.....	1825	2300	5400	8100	10800	13500	16200	2700	3250	
Muskogee	South	Parsons.....	Muskogee.....	1700	2125	5000	7500	10000	12500	15000	2500	3000
		Welch.....	Muskogee.....	2050	2600	6100	9150	12200	15250	18300	3050	3650
		Muskogee.....	Staley.....	1710	2170	5100	7650	10200	12750	15300	2550	3040
		North McAlester.....	Staley.....	1800	2250	5300	7950	10600	13250	15900	2650	3150
		Staley.....	Ray.....	1225	1500	3500	5250	7000	8750	10500	1750	2075
	North	Ray.....	Muskogee.....	1250	1600	3700	5550	7400	9250	11100	1850	2200
		Colbert.....	Stringtown.....	1700	2125	5000	7500	10000	12500	15000	2500	3000
		Stringtown.....	Burg.....	1500	1900	4500	6750	9000	11250	13500	2250	2700
		Burg.....	North McAlester.....	1700	2100	5000	7500	10000	12500	15000	2500	3000
		North McAlester.....	Checotah.....	1300	1600	3800	5700	7600	9500	11400	1900	2300
Checotah.....	Muskogee.....	Muskogee.....	2025	2600	6000	9000	12000	15000	18000	3000	3600	
	Muskogee.....	Parsons.....	1700	2125	5000	7500	10000	12500	15000	2500	3000	
	Muskogee.....	Wagoner.....	1950	2450	5750	8625	11500	14375	17250	2875	3450	
	Labette.....	Parsons.....	2150	2700	6340	9510	12680	15850	19020	3170	3800	
	Joplin	South	Parsons.....	Joplin.....	1200	1500	3520	5280	7040	8800	10560	1760
Columbus.....			Military.....	2025	2550	6000	9000	12000	15000	18000	3000	3600
North		Parsons.....	Joplin.....	1500	1900	4480	6720	8960	11200	17920	2240	2675
		Military.....	Columbus.....	2025	2550	6000	9000	12000	15000	18000	3000	3600
Columbus.....	Labette.....	2100	2625	6200	9300	12400	15500	18600	3100	3725		
Tulsa	South	Ellis.....	Muskogee.....	1300	1650	3900	5850	7800	9750	11700	1950	2350
		Ellis.....	MP Z-275.....	2350	2975	7000	10500	14000	17500	21000	3500	4200
		Chase.....	Muskogee.....	1900	2375	5600	8400	11200	14000	16800	2800	3350
North	Muskogee.....	Ellis.....	1250	1575	3700	5550	7400	9250	11100	1850	2225	
	Tulsa.....	Ellis.....	1900	2375	5600	8400	11200	14000	16800	2800	3350	
Wilburton	South	North McAlester.....	Bishop.....	1000	1275	3000	4500	6000	7500	9000	1500	1800
	North	Bishop.....	North McAlester.....	1000	1275	3000	4500	6000	7500	9000	1500	1800

Missouri-Kansas-Texas Railroad Company

CONSOLIDATED SCHEDULES OF FAST FREIGHT AND PASSENGER TRAINS

SOUTH OR WEST BOUND						Distance from Kansas City	TIMETABLE No. 5 Effective May 19, 1963	Distance from St. Louis	NORTH OR EAST BOUND									
FREIGHT TRAINS				PASSENGER TRAINS					PASSENGER TRAINS		FREIGHT TRAINS							
53	51	43	41	5	1				2	6	42	44	50	52				
Lv. 7.00PM							ST. LOUIS...											Ar. 4.00AM
		Lv. 6.30PM	Lv. 5.00PM	Lv. 8.25AM	Lv. 10.00PM		KANSAS CITY		Ar. 8.20AM	Ar. 9.30PM	Ar. 4.45PM	Ar. 8.00AM						
Ar. 8.00AM Lv. 9.30AM	Lv. 12.01AM	Ar. 11.15PM	Ar. 8.45PM Lv. 9.10PM	Ar. 11.20AM Lv. 11.45AM	Ar. 12.45AM Lv. 12.50AM	136.8	PARSONS...	386.6	Lv. 5.35AM Ar. 5.25AM	Lv. 6.15PM Ar. 5.50PM	Lv. 11.45AM Ar. 10.45AM	Lv. 2.30AM	Ar. 6.30AM	Lv. 12.01AM Ar. 6.00AM				
	Lv. 5.15AM					236.0	HOMINY.....	485.8						Lv. 12.30AM				
	Ar. 11.00AM					343.9	OKLAHOMA CITY	593.7						Lv. 7.00PM				
Lv. 11.03AM	61		Lv. 10.29PM	Lv. 1.02PM	Lv. 1.51AM	189.2	VINITA.....	439.0	Lv. 4.23AM	Lv. 4.19PM	Lv. 8.46AM			60	Lv. 2.15AM			
	Lv. 9.00AM		Ar. 6.00AM			295.9	TULSA.....	545.7						Ar. 6.00AM				
Ar. 1.00PM Lv. 1.30PM	Ar. 11.30AM		Ar. 12.01AM Lv. 12.10AM	Ar. 2.20PM Lv. 2.40PM	Ar. 3.00AM Lv. 3.10AM	253.8	MUSKOGEE..	503.6	Lv. 3.15AM Ar. 3.05AM	Lv. 2.55PM Ar. 2.40PM	Lv. 7.01AM Ar. 6.20AM			Lv. 3.00AM	Lv. 12.10AM Ar. 9.30PM			
Lv. 3.35PM	63		Lv. 1.59AM	Lv. 4.09PM	Lv. 4.25AM	316.2	McALESTER..	566.0	Lv. 1.53AM	Lv. 1.20PM	Lv. 4.01AM			62	Lv. 6.20PM			
Ar. 7.00PM Lv. 8.10PM	Lv. 7.30AM	Lv. 8.00PM	Ar. 4.25AM Lv. 4.50AM	Ar. 6.15PM Lv. 6.30PM	Ar. 6.20AM Lv. 6.35AM	411.1	DENISON....	660.9	Lv. 12.01AM Ar. 11.50PM	Lv. 11.10AM Ar. 10.40AM	Lv. 1.00AM Ar. 11.30PM	Ar. 10.00PM	Ar. 4.00PM	Lv. 2.30PM Ar. 6.00AM				
Lv. 9.30PM	Lv. 8.45AM					435.9	WHITESBORO	685.7			Lv. 9.30PM			Lv. 10.15AM				
	Ar. 5.30PM					540.4	WICHITA FALLS	790.2						Lv. 6.00AM				
		Lv. 10.10PM	Lv. 7.04AM	Lv. 7.35PM	Lv. 7.40AM	463.2	GREENVILLE	713.0	Lv. 10.36PM	Lv. 9.00AM		Lv. 7.00PM			Lv. 3.00AM			
		Ar. 2.00AM	Ar. 9.55AM Lv. 10.10AM	Ar. 9.05PM Lv. 9.40PM	Ar. 9.10AM Lv. 9.30AM	517.5	DALLAS.....	767.3	Lv. 9.05PM Ar. 8.42PM	Lv. 7.25AM Ar. 7.00AM		Lv. 4.45PM		Lv. 10.30PM Ar. 7.30PM				
Ar. 1.30AM Lv. 2.30AM						507.2	FT. WORTH..	757.0			Lv. 6.45PM Ar. 6.15PM							
Lv. 4.22AM			Lv. 11.52AM	Lv. 11.12PM	Lv. 10.53AM	562.1	HILLSBORO..	811.9	Lv. 7.10PM	Lv. 4.35AM	Lv. 3.43PM				Lv. 4.50PM			
Ar. 6.30AM Lv. 8.00AM			Ar. 12.45PM Lv. 1.00PM	Ar. 12.15AM Lv. 12.50AM	Ar. 11.55AM Lv. 12.15PM	595.7	WACO.....	846.5	Lv. 6.20PM Ar. 5.50PM	Lv. 3.30AM Ar. 3.00AM	Lv. 3.00PM Ar. 1.00PM				Lv. 3.30PM Ar. 7.30AM			
Lv. 10.10AM			Lv. 2.58PM	Lv. 2.55AM	Lv. 2.15PM	658.3	GRANGER....	908.1	Lv. 4.10PM	Lv. 1.00AM	Lv. 10.47AM				Lv. 1.40AM			
Ar. 2.30PM				Ar. 4.35AM Lv. 5.05AM	Ar. 3.59PM Lv. 4.20PM	705.7	AUSTIN.....	955.5	Lv. 2.25PM Ar. 2.14PM	Lv. 11.45PM Ar. 11.25PM	Lv. 7.00AM							
Ar. 2.00PM Lv. 2.45PM			Ar. 5.30PM Lv. 5.45PM			719.6	SMITHVILLE	969.4			Lv. 9.00AM Ar. 8.30AM				Lv. 11.30PM Ar. 2.45PM			
			Ar. 2.00AM	Ar. 7.30AM	Ar. 6.55PM	788.7	SAN ANTONIO	1038.5	Lv. 12.05PM	Lv. 9.30PM					Lv. 11.30AM			
Ar. 10.00PM			Ar. 11.45PM Lv. 2.00AM			834.1	HOUSTON....	1083.9			Lv. 5.00AM Ar. 1.00AM			Lv. 8.30AM				
			Ar. 4.30AM			884.2	GALVESTON..	1134.0			Lv. 10.00PM							

